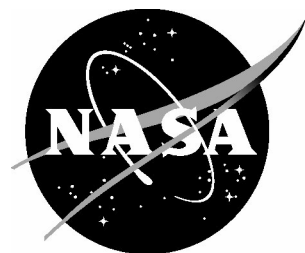


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Compendium of NASA Data Base for the Global Tropospheric Experiment's Transport and Chemical Evolution Over the Pacific (TRACE-P)

Volume 1: DC-8

*Mary M. Kleb and A. Donald Scott, Jr.
Langley Research Center, Hampton, Virginia*

October 2003

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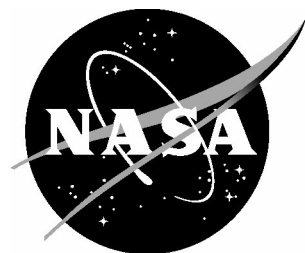
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National Aeronautics and
Space Administration

Langley Research Center
Hampton, Virginia 23681-2199

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COMPENDIUM OF NASA DATA BASE FOR THE
GLOBAL TROPOSPHERIC EXPERIMENT'S
TRANSPORT AND CHEMICAL EVOLUTION OVER THE PACIFIC
(TRACE-P), VOLUME 1: DC-8

By Mary M. Kleb and A. Donald Scott, Jr.
Langley Research Center

SUMMARY

This report provides a compendium of NASA aircraft data that are available from NASA's Global Tropospheric Experiment's (GTE) Transport and Chemical Evolution over the Pacific (TRACE-P) Mission conducted from late February through early April 2001 in the western Pacific. The broad goal of TRACE-P was to characterize the transit and evolution of the Asian outflow over the western Pacific. It provided the scientific community an opportunity to investigate the impact of the rapid industrialization in Asia and compare the current conditions with those observed during the Pacific Exploratory Missions in the western Pacific (PEM-West missions), A in 1991 and B in 1994. Conducted from February 24 through April 10, 2001, TRACE-P integrated airborne, satellite- and ground-based observations, as well as forecasts from aerosol and chemistry models. PEM-West A (fall 1991) and PEM-West B (early spring 1994) examined the impact of natural and human activities on the chemistry of the troposphere over the northwestern Pacific from 10°N to 50°N. TRACE-P was conducted in early spring when there was strong continental outflow, as was the case with PEM-West B. The two main operational bases were Hong Kong and Yokota Air Force Base in Fussa, Japan. Additional operational sites included Okinawa; Kona, Hawaii; and Guam. The transit sites were Palmdale, California; Wake Island; and Midway Island.

TRACE-P was conducted as part of the National Aeronautics and Space Administration's (NASA) Global Tropospheric Experiment (GTE). The GTE has been an ongoing

element of the Tropospheric Chemistry Program, a Research and Analysis (R&A) program within the Science Division of NASA's Office for Earth Science Enterprise. The major thrust of GTE has been to utilize NASA's DC-8 and P-3B aircraft to carry multi-instrument payloads into regions of the global troposphere where natural and/or human impacts are believed to be particularly significant in effecting chemical composition changes and/or where the troposphere is still relatively unaffected. This was the case with TRACE-P as well, however in addition, data from satellites, ground-based stations, and chemistry and aerosol models were integrated and comprised an important aspect of the mission in the planning, execution and analysis of results.

The format of this compendium utilizes data plots (time series and altitude profiles) of selected data acquired aboard the NASA/Dryden DC-8 (vol. 1) and NASA/Wallops P-3B (vol. 2) aircraft during TRACE-P. The purpose of this document is to provide a representation of aircraft data that are available in archived format via NASA Langley's Atmospheric Sciences Data Center (ASDC) and through the GTE Project Office archive. The data format is not intended to support original research/analyses, but to assist the reader in identifying data that are of interest. This compendium is for only the NASA aircraft data. The ASDC archived databases includes numerous supporting data including meteorological observations/products, results from surface studies, satellite observations, and data from ozonesonde and FTIR stations.

INTRODUCTION

The goal of the NASA Tropospheric Chemistry Program is to develop an understanding of the chemical cycles that control the composition of the troposphere and to assess the susceptibility of the global atmosphere to chemical change. A major component of the NASA program has been the **Global Tropospheric Experiment (GTE)**. GTE has consisted of a series of field experiments designed to (1) evaluate the capability of instrument techniques to measure, under field conditions, the minute concentrations of key chemical species in the troposphere; and (2) systematically address tropospheric chemistry issues relevant to global change, through airborne sampling expeditions, coupled with modeling and laboratory studies. GTE has been primarily an aircraft-based program supplemented by ground-based measurements. Satellite data also played important roles (however TRACE-P was a more integrative mission). Space Shuttle observations of tropospheric carbon monoxide distributions have been used to plan and direct the course of expeditions, for example, over tropical rain forests and for continental outflow into the tropical Atlantic Ocean. LANDSAT land-surface images have facilitated the extrapolation of regional Arctic-tundra measurements into global-scale conclusions. **Total Ozone Measurements from Satellites (TOMS)** has helped place GTE observed ozone distributions/budgets into a global perspective (temporal and spatial) and has been used to guide intensive aircraft studies over the tropical Atlantic Ocean. Weather data returned by environmental satellites have guided flight planning for research flights. During TRACE-P chemical and aerosol models participated in flight planning and execution. The **Atmospheric Sciences Data Center (ASDC)** data include many of the satellite, surface, and meteorological products used to support GTE missions or analyses.

The GTE airborne expeditions have focused on studies of the remote global atmosphere in order to provide well-documented baseline measurements of the unperturbed environment and to fully understand the chemical cycles underlying the natural environment. Table 1 and Figure 1 summarize GTE missions conducted through 2001. The GTE expeditions have been conducted in a diverse range of environments and with

different scientific goals. The **C**hemical **I**nstrument **T**est and **E**valuation (CITE) series was designed to study the ability to measure key tropospheric gaseous species by exposing selected instrumentation to a wide range of measurement conditions. The **A**tmospheric **B**oundary **L**ayer **E**xperiments (ABLE) were designed to study the emission, chemical processes, and dynamics of the boundary layer, and have been conducted over ecosystems known to have significant influence on the global troposphere. The importance of long-range transport of natural and anthropogenic emissions on the global troposphere has been investigated in the **P**acific **E**xploratory **M**issions (PEM) and the **T**ransport and **A**tmospheric **C**hemistry near the **E**quator – **A**tlantic (TRACE-A). The Pacific Exploratory Missions in the Western Pacific Ocean (PEM-West) Phases A and B focused on the impact of emissions from the Asian continent over the northwest Pacific Ocean during contrasting meteorological conditions. The Pacific Exploratory Missions over the Tropical Pacific (PEM-Tropics) Phases A and B studied the oxidizing power of the atmosphere and sulfur chemistry over the Pacific basin also during contrasting seasons. The **T**ransport and **C**hemical **E**volution over the **P**acific (TRACE-P) mission focused on the composition and evolution of Asian outflow.

The GTE, managed as part of the Tropospheric Chemistry Program in the Mission to Planet Earth Office, NASA Headquarters, was initiated in the early 1980s. Implementation of the GTE Project is via a Project Office at the NASA Langley Research Center, Atmospheric Sciences Competency.

SYMBOLS AND UNITS

ABLE	Atmospheric and Boundary Layer Experiment
ASDC	Atmospheric Sciences Data Center
CITE	Chemical Instrument Test and Evaluation
FTIR	Fourier Transform Infrared Spectrometer
GTE	Global Tropospheric Experiment
ITCZ	Inter-Tropical Convergence Zone

LaRC	Langley Research Center
NASA	National Aeronautics and Space Administration
PEM	Pacific Exploratory Mission
ppbv	parts per billion, by volume
ppmv	parts per million, by volume
pptv	parts per trillion, by volume
SPCZ	South Pacific Convergence Zone
TOMS	Total Ozone Measurements from Satellites
TRACE-A	Transport and Atmospheric Chemistry near the Equator – Atlantic
TRACE-P	Transport and Chemical Evolution over the Pacific

PROGRAM AND DATA DESCRIPTION

The National Aeronautics and Space Administration's TRACE-P mission, conducted from late February through early April 2001, was a major component of the Global Tropospheric Experiment, a project within the Earth Sciences Enterprise program. The long-range goal of the GTE has been to contribute substantially to scientific understanding of human impacts on the chemistry of the global troposphere. Changes in chemical composition of the troposphere on a global scale have been well documented during these last two decades. This has given rise to considerable concern that these chemical changes in the troposphere, which are expected to increase as population increases and economic activity expands, will lead to changes in the earth's climate. The TRACE-P campaign had two main objectives, (1) to determine the chemical composition of the Asian outflow over the western Pacific in spring in order to understand and quantify the export of chemically and radiatively important gases and aerosols, and their precursors, from the Asian continent, and (2) to determine the chemical evolution of the Asian outflow over the western Pacific in the spring and to understand the ensemble of processes that control this evolution. Within this framework, 5 specific tasks were identified: (1) to identify and quantify the contributions to Asian outflow from industrial

sources in Asia, Europe, and North America, as well as from biomass burning sources in Southeast Asia and northern Africa, (2) to demonstrate the potential for synergistic integration of aircraft and satellite observations, together with three-dimensional models, to quantify the chemical outflow from a major continental source, (3) to determine the importance of natural processes (lightning, stratospheric down welling) contributing to the Asian outflow, (4) to understand the long-range transport and chemical aging of Asian pollution over the North Pacific, and to assess the implications for global influence and for intercontinental transport of pollutants, and (5) to determine the role of heterogeneous chemistry in controlling the chemical evolution of the Asian outflow over the Pacific.

The broad design of the TRACE-P campaign employed a series of flights utilizing the NASA Dryden DC-8 and NASA Wallops P-3B aircraft from two main operational sites in the western Pacific (Hong Kong and Yokota Air Force Base in Fussa, Japan). Additional operational and/or transit sites for the DC-8 included Kona, Hawaii; Guam; and Kadena Air Force Base, Okinawa. The P-3B's additional operational/transit sites were Kona, Hawaii; Wake Island; Guam; Kadena Air Force Base, Okinawa; and Midway Island. Geographic coverage of flights originating from the intensive bases ranged from 110E to 150E in longitude approximately 10N to 45N in latitude. Tables 2a and 2b summarize the DC-8 and P-3B flights, respectively as well as briefly describe the science objectives of each flight. Figure 2a shows the TRACE-P transit flights for both aircraft while Figure 2b shows the intensive flights during the mission. Flights 1 through 3 for the DC-8 and P-3B, all test flights, are not included in Figure 2a or 2b.

The overall objective in using two aircraft was to maximize geographical coverage of Asian outflow. The DC-8 had a higher ceiling, greater payload capacity, and longer range than the P-3B. Instrumentation on the DC-8 measured ozone, and aerosol structure above and below flight altitude, ozone photochemical precursors, and airmass characterization. The P-3B however, could fly for longer periods of time at low altitude (below 3km) than the DC-8 so it focused more on hydroxyl radicals, aerosol microphysics, sulfur chemistry, and eddy flux measurements. Table 3 summarizes the

measurement characteristics for the parameters measured aboard both aircraft. Figures 3a and 3b show the mission payloads for the DC-8 and P-3B, respectively. Additional measured quantities (e.g., Project measurements) and some calculated quantities (liquid water content) not listed in Table 3 are available from the ASDC and GTE archives.

The TRACE-P data available on the Langley ASDC and GTE archive include (1) data taken aboard the DC-8 aircraft; (2) data taken aboard the P-3B aircraft; (3) ozonesonde data; (4) FTIR data; (5) merged data; (6) satellite data products; and (7) meteorological data products. The ozonesonde data include releases from the following locations: Trinidad Head, CA (40.8N, 124.2W); Hilo, HI (19.4N, 155.0W); Sapporo (43.1N, 141.3E), Tsukuba (Tatenos) (36.1N, 140.1E), Naha (26.2N, 127.7E), and Kagoshima (31.6N, 130.6E), Japan; Hong Kong (22.3N, 114.2E); Taipei, Taiwan (25.0N, 121.4E); and Cheju Island, Korea (33.5N, 126.5E). FTIR measurements were made at Moshiri (44.4N, 142.3E) and Rikubetsu (43.5N, 143.8E) Observatories and Tsukuba (36.1N, 140.1E), Japan.

The data plots for TRACE-P are given in Appendix A. For each DC-8 flight, 19 pages of time series plots followed by altitude profiles of dewpoint, temperature, ozone, and carbon monoxide are provided. The order of the species in the time series plots is given in Table 4. Table 5 lists the parameters plotted and their chemical formulas. The species were selected to provide the reader with information on both the source characteristics and photochemical history of air. There are no plots prior to flight 4 for the DC-8 or the P-3B, as these were test flights and data archival was not required. Data plots are in standardized format as discussed in Appendix A.

CONCLUDING REMARKS

This compendium of data from NASA's Global Tropospheric Transport and Chemical Evolution over the Pacific (TRACE-P) provides only a graphical representation of aircraft data that are available in archived format from NASA Langley's Atmospheric Sciences Data Center (ASDC) and from the GTE Project Office archive. The plots are not intended to support original research/analysis, but serve as an overview of the TRACE-P aircraft data and provide some assistance to the reader in identifying data that are of interest and which may be obtained from Langley's ASDC archive or GTE's Project Office archive. This compendium volume covers only selected NASA P-3B aircraft data. The DC-8 aircraft data is contained in volume 1 of the compendium. The GTE archived database includes other data measured on board the aircraft as well as numerous supporting data including meteorological observations/products, photochemical modeling products, surface station observations, satellite observations, and ozonesonde and FTIR measurements. GTE-sponsored analyses/results from the TRACE-P expedition have been accepted for publication to a Special Issue of the *Journal of Geophysical Research – Atmospheres* and will be published in two parts, October 27, 2003 and November 16, 2003.

Questions or information regarding the Langley ASDC archive should be directed to Langley ASDC User and Data Services, Mail Stop 157D, NASA Langley Research Center, Hampton, Virginia, 23681-2199. A brief description of the ASDC, log on procedures, and databases is given in Appendix B.

Table 1. GTE Field Expeditions Through 2001

Expedition	Date	General Geographic Region	Time of Year
CITE-1	1983	Hawaii	November
CITE-1	1984	Eastern North Pacific – off the California coast	April
ABLE-1	1984	Barbados, French Guyana	June
ABLE-2A	1985	Amazon Basin	August
CITE-2	1986	Western USA	August
ABLE-2B	1987	Amazon Basin	May
ABLE-3A	1988	Alaska – Barrow, Bethel, Cold Bay	July/August
CITE-3	1989	Western North Atlantic – Virginia coast and Western South Atlantic – Brazil coast	August/September
ABLE-3B	1990	Canada – Hudson Bay, Schefferville	July/August
PEM-West A	1991	Western Pacific Rim	October
TRACE-A	1992	Brazil, South Atlantic, Southwest Africa	September
PEM-West B	1994	Western Pacific Rim	February/March
PEM-Tropics A	1996	South Pacific Basin	August/September
PEM-Tropics B	1999	South Pacific Basin	March/April
TRACE-P	2001	Western Pacific	February-April

Table 2(a). Summary of DC-8 Aircraft Flights For TRACE-P Mission

Flight Number	Start Date, GMT	Julian Day, GMT	Start Time, GMT	Stop Time, GMT	Lat. Min, degree	Lat. Max, degree	Lon. Min, degree	Lon. Max, degree	Flight Location and Description
1D*	2/14/01	45	18:20:10	22:16:16	26.7700	35.2800	-121.6717	-117.8633	DFRC Test Flight 1
2D*	2/16/01	47	18:10:00	22:25:36	27.0217	35.2817	-124.5117	-117.3283	DFRC Test Flight 2
3D*	2/21/01	52	23:02:50	04:13:34	25.0483	35.2983	-124.1117	-116.9850	DFRC Test Flight 3
4D	2/26/01	57	17:36:52	01:50:43	19.5133	40.3950	-156.7900	-117.8183	DFRC to Kona, Hawaii – Aged Asian Pollution and MOPITT mid-latitude validation
5D	2/27/01	58	20:02:16	04:53:06	13.5633	19.7533	-156.0417	144.8650	Kona, Hawaii to Guam – Asian Pollution Subsidence and MOPITT tropical validation
6D	3/03/01	62	23:52:36	08:48:43	13.5717	27.7600	-113.9117	145.0450	Guam to Hong Kong – Asian Outflow: Frontal, Convective, S. China Sea
7D	3/07/01	66	01:10:04	10:52:39	20.0067	30.5367	113.7817	140.2000	Hong Kong Local 1 – China Outflow and Frontal Crossing
8D	3/09/01	68	01:01:17	10:21:26	20.0000	26.3600	113.8983	149.9233	Hong Kong Local 2 (to Okinawa) – Chemical Evolution of Frontal Outflow
9D	3/10/01	69	01:49:18	09:08:21	19.9983	37.2033	113.7267	129.0150	Hong Kong Local 3 (from Okinawa) – China Outflow to Yellow Sea
10D	3/13/01	72	02:15:28	10:25:14	18.4183	25.9467	113.7633	135.8950	Hong Kong Local 4 – Aged Asian Outflow
11D	3/17/01	76	00:55:07	08:36:20	19.2150	30.1983	113.8983	138.9167	Hong Kong to Kadena AFB, Okinawa – MOPITT Validation and China Outflow
12D	3/18/01	77	00:50:58	08:17:47	22.5050	35.7533	117.6833	139.4567	Kadena AFB, Okinawa to Yokota AFB, Japan – Formosa Strait and China Outflow
13D	3/20/01	79	22:54:37	08:22:26	21.8100	35.9683	124.5133	139.5167	Yokota Local 1 – Frontal Lifting and Dust Outflow
14D	3/23/01	82	23:21:34	08:19:19	21.2900	35.9750	134.8083	150.1850	Yokota Local 2 – Convective Outflow
15D	3/26/01	85	23:36:04	08:55:26	23.4850	37.3050	124.3550	139.5233	Yokota Local 3 – Convective Outflow and Stratospheric Influence
16D	3/29/01	88	18:15:05	03:37:24	27.7517	35.8817	124.1433	139.4367	Yokota Local 4 – Sunrise Photochemistry of Asian Outflow
17D	3/31/01	90	00:12:09	07:37:10	34.2367	45.5350	131.6683	149.8783	Yokota Local 5 – Warm Conveyor Belt and Cyclonic Recirculation
18D	4/03/01	93	22:38:47	07:46:36	19.5350	36.1567	-156.0150	139.3250	Yokota AFB, Japan to Kona, Hawaii – High Altitude Asian Outflow and Sunset MBL Chemistry
19D	4/06/01	96	17:56:26	04:12:33	18.8617	37.1850	-156.1333	136.0100	Kona, Hawaii Local 1 – Subsidence over E. Pacific and MOPITT Transect
20D	4/09/01	99	17:14:56	00:03:13	19.7233	35.1717	-156.0467	-117.5067	Kona, Hawaii to DFRC – A/C Intercomparison , Stratus Chemistry and Jet Stream Transport

* optional data archival; required for other flights

Table 2(b). Summary of P-3B Aircraft Flights For TRACE-P Mission

Flight Number	Start Date, GMT	Julian Day, GMT	Start Time, GMT	Stop Time, GMT	Lat. Min, degree	Lat. Max, degree	Lon. Min, degree	Lon. Max, degree	Flight Location and Description
1P*	2/09/01	40	16:34:50	19:35:46	34.8738	37.9827	- 75.8625	72.8816	WFF Test Flight 1
2P*	2/13/01	44	20:29:36	22:59:46	34.7859	37.9724	- 75.8612	73.2178	WFF Test Flight 2
3P*	2/17/01	48	19:52:25	00:37:38	37.1159	38.5590	- 75.6416	73.0761	WFF Test Flight 3
4P	2/24/01	55	14:36:15	22:15:18	33.5966	37.6096	-118.0862	- 75.9491	WFF to Palmdale, California – Stratospheric Intrusion
5P	2/26/01	57	17:34:21	00:51:59	19.7055	34.6774	-156.0717	-118.0731	Palmdale, California to Kona, Hawaii – Aged Asian Pollution
6P	2/27/01	58	19:52:12	02:41:40	19.2236	21.2348	-156.1263	166.5762	Kona, Hawaii to Wake Island – Asian Pollution Subsidence
7P	3/01/01	60	21:56:23	04:19:33	9.9016	19.2866	144.8860	166.7067	Wake Island to Guam – Tropical/Subtropical Gradient
8P	3/04/01	63	00:34:00	08:25:00	13.5731	22.4097	113.9184	145.0026	Guam to Hong Kong – A/C Intercomparison; Asian Outflow to S. China Sea
9P	3/07/01	66	02:17:02	10:07:56	20.0490	28.5091	113.7464	124.2517	Hong Kong Local 1 – Post-Frontal Asian Outflow
10P	3/09/01	68	01:07:16	08:39:50	19.9987	22.3419	113.7484	131.2688	Hong Kong Local 2 – Aged Post-Frontal Outflow
11P	3/10/01	69	00:55:45	09:00:53	6.8956	22.3185	111.9539	116.4651	Hong Kong Local 3 – S. China Sea Quiescent Period
12P	3/13/01	72	00:53:42	09:05:30	17.0386	27.6039	113.7251	124.9838	Hong Kong Local 4 – Stratospheric Intrusion; Biomass Burning Outflow
13P	3/17/01	76	00:58:41	09:07:37	20.0514	37.2261	113.8976	127.9529	Hong Kong to Kadena AFB, Okinawa – Low Level Outflow to Yellow Sea
14P	3/18/01	77	01:58:04	09:17:05	26.3539	37.0393	124.3366	139.4325	Kadena AFB, Okinawa to Yokota AFB, Japan – Surface Outflow to Yellow Sea; Volcanic Plume
15P	3/21/01	80	00:21:00	07:56:40	32.9998	40.9278	139.3278	155.0006	Yokota Local 1 – Frontal Boundary Profile
16P	3/23/01	82	23:06:58	07:23:48	30.9409	39.9699	132.9872	140.0680	Yokota Local 2 – A/C Intercomparison; Japan North-South
17P	3/27/01	86	00:27:51	08:41:41	32.1353	35.9329	139.3172	146.4258	Yokota Local 3 – Air-Sea Exchange; Volcanic Plume; TERRA Underpass
18P	3/30/01	89	23:13:30	06:25:35	28.9584	37.9434	127.9982	139.6035	Yokota Local 4 – ACE Asia; Asian Outflow to Sea of Japan; TERRA Underpass
19P	4/02/01	92	00:23:07	08:31:21	35.6250	40.9494	131.7143	139.3511	Yokota Local 5 – ACE Asia; Moist Conveyor Belt; TERRA Underpass
20P	4/03/01	93	23:23:05	07:12:34	28.1442	36.1534	-177.3796	139.3075	Yokota AFB, Japan to Midway Island – High Altitude Asian Outflow
21P	4/06/01	96	06:53:24	14:21:21	20.0282	28.2473	-177.2093	164.9640	Midway Island Local 1 – Aged Asian Pollution; Stratospheric Influence
22P	4/07/01	97	16:18:40	23:06:02	16.0089	28.2231	-177.5010	-155.5967	Midway Island to Kona, Hawaii – Sunrise Photochemistry; Stratospheric Influence
23P	4/09/01	99	16:57:44	01:03:30	19.7240	34.9655	-156.0468	-117.7267	Kona, Hawaii to NASA- DFRC – A/C Intercomparison
24P	4/10/01	100	15:33:28	22:05:41	30.4674	37.9393	-118.0146	- 75.4597	DFRC to WFF – Transport of Clean Tropical Air

* optional data archival; required for other flights

Table 3. TRACE-P Aircraft Measurement Characteristics

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
B. Anderson ⁽¹⁾	X		Aerosol absorption at 565nm	PSAP	30 to 180 s	20%	20%	$5 \times 10^{-7} \text{ m}^{-1}$
	X		Single scatter albedo	Nephelometer	30 to 180 s	NA	NA	NA
	X		Equivalent BC mass	PSAP	30 to 180 s	30%	20%	$0.1 \mu\text{g m}^{-3}$
	X		CN>4nm Unheated CN>14nm Heated CN>14nm	Condensation nuclei counter	1 s	10%	10%	1 cm^{-3}
	X		Ratio Heated/Unheated	Condensation nuclei counter	1 s	20%	20%	NA
	X		Scatter at 450nm Scatter at 550nm Scatter at 700nm	Nephelometer	1 s	10%	10%	$1 \times 10^{-7} \text{ m}^{-1}$
	X		Angstrom exponent: 450-550nm 450-700nm 550-700nm	Nephelometer	1 s	NA	NA	NA
	X		Number: .1-.75, .75-2, 2-5, 5-20, 20-50, 50-1550	PCASP aerosol probe, FSSP-300, Cloud, aerosol, and precipitation spectrometer (CAPS)	1 s	20%	20%	0 cm^{-3}
E. Apel ⁽²⁾	X		Surface: .1-.75, .75-2, 2-5, 5-20, 20-50, 50-1550 Volume dry: .1-.75, .75-2, 2-5, 5-20, 20-50, 50-1550	PCASP aerosol probe, FSSP-300, CAPS	1 s	50%	50%	$0 \mu\text{m}^{-2} \text{ m}^{-3}$
	X		CH ₃ CHO	GC/MS	10-60 s	±4%	±7%	40 pptv
	X		Methanol	GC/MS	10-60 s	±3%	±7%	50 pptv
	X		Acetone	GC/MS	10-60 s	±3%	±2%	50 pptv
	X		Ethanol	GC/MS	10-60 s	±3%	±19%	5 pptv
	X		Butanol	GC/MS	10-60 s	±3%	±5%	5 pptv
	X		Methyl ethyl ketone	GC/MS	10-60 s	±3%	±3%	5 pptv
	X		Propanal	GC/MS	10-60 s	±3%	±6%	15 pptv

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
E. Browell ⁽¹⁾	X		Aerosol wavelength dependence profiles (1064nm/587nm)	Derived from IR and VIS lidar backscatter data	Horizontal: 1 min; Vertical: 30 m ^(a)			
	X		IR aerosol scattering ratio profiles (1064nm)	Normalized IR lidar backscattering	Horizontal: 1 min; Vertical: 30 m ^(a)	10% or $\pm 0.05^{(b)}$	0.05	0.01
	X		Ozone profiles	UV DIAL	Horizontal: 5 min; Vertical: 300m ^(c)	10% or ± 2 ppbv ^(b)	5% or 1 ppbv	NA
	X		Trop. heights and ozone columns	Derived from UV DIAL ozone data	5 min ^(d)	Derived	Derived	NA
W. Brune ⁽³⁾	X		Visible aerosol scattering ratio profiles (587 nm)	Normalized VIS lidar backscattering	Horizontal: 1 min; Vertical: 30 m ^(a)	10% or $\pm 0.03^{(b)}$	0.03	.01
	X		Visible aerosol depolarization profiles	VIS lidar backscatter depolarization	Horizontal: 1 min; Vertical: 150 m ^(a)	10% relative or $\pm 0.2\%$ absolute ^(b)	0.2%	NA
	X		OH	LIF	20 s	$\pm 40\%$ at 2 sigma	1 km 10 ppq, > 5 km 4 ppq	10 ppq
	X		HO ₂	LIF	20 s	$\pm 40\%$ at 2 sigma	1 km 100 ppq, > 5 km 40 ppq	100 ppq
A. Fried ⁽²⁾	X		CH ₂ O	Tunable diode laser absorption spectrometer	60 s	12 to 15% ^(e)	66 pptv	66 pptv ^(f)
B. Heikes ⁽⁴⁾	X		H ₂ O ₂	HPLC	30 s	± 15 ppt or ± 0.15 x value	± 15 ppt or ± 0.15 x value	15 pptv
	X		CH ₃ OOH	HPLC	30 s	± 25 ppt or ± 0.25 x value	± 25 ppt or ± 0.25 x value	25 pptv
	X		CH ₂ O	Flow Injection Analysis (FIA)	60 s	± 50 ppt ± 0.15 x value	± 50 ppt ± 0.15 x value	50 pptv
G. Sachse ⁽¹⁾	X		N ₂ O	DACOMIR Laser Spectrometer	5 s	1%	0.15% (1 σ)	NA ^(g)
	X		H ₂ O	DLH NIR Laser Spectrometer	50 ms	1 ppmv or 10% conc. ^(b)	0.1 ppmv or 1% conc. ^(b) (1 σ)	NA ^(g)

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
S. Sandholm ⁽⁵⁾	X		NO	TP-LIF	60 s	±20%	>10%	2 pptv
	X		NO ₂	TP-LIF	60 s	±40%	>20%	5 pptv or 10% ^(b)
H. Singh ⁽⁶⁾	X		PAN	GC	120 s	±20%	±10%	1 pptv
	X		Acetone	GC	180 s	±20%	±10%	5 pptv
	X		Acetaldehyde	GC	180 s	±25%	±10%	10 pptv
	X		Propionaldehyde	GC	180 s	±25%	±15%	10 pptv
	X		Methyl Ethyl Ketone	GC	180 s	±20%	±10%	10 pptv
	X		Methanol	GC	180 s	±25%	±15%	15 pptv
	X		Ethanol	GC	180 s	±25%	±20%	20 pptv
	X		Acetonitrile	GC	180 s	±25%	±15%	30 pptv
	X		HCN	GC	180 s	±25%	±15%	30 pptv
	X		PPN	GC	120 s	±30%	±20%	1 pptv
B. Talbot ⁽⁷⁾	X		Methyl nitrate	GC	120 s	±15%	±10%	1 pptv
	X		i-propyl + ethyl nitrate	GC	120 s	±15%	±10%	1 pptv
	X		Chloride	Filter collection	2.7-42.5 min	20%	15% + 23 pptv	25 pptv
	X		Nitrate	Filter collection	2.7-42.5 min	20%	15% + 2.5 pptv	3 pptv
	X		Sulfate	Filter collection	2.7-42.5 min	20%	15% + 2.1 pptv	3 pptv
	X		Oxalate	Filter collection	2.7-42.5 min	20%	15% + 4.4 pptv	5 pptv
	X		Sodium	Filter collection	2.7-42.5 min	20%	15% + 18.4 pptv	20 pptv
	X		Ammonium	Filter collection	2.7-42.5 min	20%	15% + 5.7 pptv	6 pptv
	X		Potassium	Filter collection	2.7-42.5 min	20%	15% + 8.6 pptv	9 pptv
	X		Magnesium	Filter collection	2.7-42.5 min	20%	15% + 3.8 pptv	4 pptv
	X		Calcium	Filter collection	2.7-42.5 min	20%	15% + 3.2 pptv	4 pptv
	X		Beryllium-7	Filter collection	2.7-42.5 min	10%	50% 25%/15% ⁽ⁱ⁾	30 fCi scm ⁻¹ _(i)
	X		HNO ₃	Mist Chamber-Ion Chromatography	130-140 s	15%	15%	3 pptv
	X		SO ₂	Mist Chamber-Ion Chromatography	130-140 s	20%	20%	3 pptv
	X		Fine aerosol NSS	Mist Chamber-Ion Chromatography	130-140 s	20%	20%	4 pptv
	X		SO ₄	Mist Chamber-Ion Chromatography	130-140 s	20%	20%	4 pptv

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
E. Atlas ⁽²⁾	X	X	CH ₃ ONO ₂ n-C ₃ H ₇ ONO ₂ 2-C ₄ H ₉ ONO ₂	GC/MS	40-150 s	10-20%	5-10%	0.10 pptv
	X	X	C ₂ H ₅ ONO ₂ i-C ₃ H ₇ ONO ₂	GC/MS	40-150 s	10-20%	5-10%	0.14 pptv
	X	X	3-C ₃ H ₁₁ ONO ₂ 2-C ₃ H ₁₁ ONO ₂ 3-CH ₃ -2-C ₄ H ₉ ONO ₂	GC/MS	40-150 s	10-20%	5-10%	0.30 pptv
	X	X	HFC-134a	GC/MS	40-150 s	5-10%	5-10%	0.30 pptv
	X	X	HCFC-141b HCFC-142b	GC/MS	40-150 s	5-10%	5-10%	0.10 pptv
	X	X	CHCl ₃	GC/MS	40-150 s	5-10%		
	X	X	HCFC-22	GC/MS	40-150 s	5-10%	5-10%	0.20 pptv
	X	X	HCFC-21	GC/MS	40-150 s	10-20%	10-20%	0.10 pptv
	X	X	HCFC-123	GC/MS	40-150 s	10-20%		
	X	X	HCFC-124	GC/MS	40-150 s	10-20%	10-20%	0.20 pptv
	X	X	Halon-1211	GC/MS	40-150 s	10-20%	10-20%	0.07 pptv
	X	X	Halon-2402 Halon-1301	GC/MS	40-150 s	5-10%	5-10%	0.15 pptv
	X	X	Halon-1202	GC/MS	40-150 s	5-10%	20% or 0.02 pptv	0.02 pptv
	X	X	CH ₃ Br	GC/MS	40-150 s	10-20%	5-10%	0.20 pptv
	X	X	C ₃ H ₇ Br	GC/MS	40-150 s	10-20%	10-20%	0.54 pptv
	X	X	CH ₃ Cl OCS	GC/MS	40-150 s	5%	5-10%	1.00 pptv
	X	X	C ₂ H ₅ Cl	GC/MS	40-150 s	10-20%	5-10%	0.50 pptv
	X	X	C ₂ H ₃ Cl	GC/MS	40-150 s	10-20%	5-10%	0.18 pptv
	X	X	CH ₂ Cl ₂	GC/MS	40-150 s	5%	5-10%	0.40 pptv
	X	X	1, 2-C ₂ H ₄ Cl ₂	GC/MS	40-150 s	10-20%	5-10%	0.40 pptv
	X	X	C ₂ HCl ₃	GC/MS	40-150 s	10-20%	5-10%	0.05 pptv
	X	X	C ₂ Cl ₄	GC/MS	40-150 s	5-10%	5-10%	0.16 pptv
	X	X	CH ₂ Br ₂	GC/MS	40-150 s	10-20%	5-10%	0.08 pptv
	X	X	CHClBr ₂	GC/MS	40-150 s	10-20%	10% or 0.02 pptv	0.02 pptv
	X	X	CHBr ₃	GC/MS	40-150 s	10-20%	5-10%	0.14 pptv
M. Avery ⁽¹⁾	X	X	Ozone	Nitric oxide chemiluminescence	1 s	5% or 2 ppbv	2% or 0.8 ppbv	0.8 ppbv

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
D. Blake ⁽⁸⁾	X	X	Ethane Propane	GC	40-150 s	5%	1% or 2 pptv ^(b)	3 pptv
	X	X	trans-2-Butene	GC	40-150 s	10%	2% or 3 pptv ^(b)	3 pptv
	X	X	Benzene	GC	40-150 s	5%	2% or 3 pptv ^(b)	3 pptv
			Toluene					
			o-Xylene					
			m-Xylene					
			p-Xylene					
			Ethylbenzene					
	X	X	CHClBr ₂	GC	40-150 s	10-20%	5-10%	0.005 pptv
	X	X	Ethylene	GC	40-150 s	5%	1% or 2 pptv ^(b)	2 pptv
			n-Butane					
			i-Butane					
			n-Pentane					
			i-Pentane					
	X	X	H-1211	GC	40-150 s	5%	2%	0.1 pptv
	X	X	CH ₃ I	GC	40-150 s	10-20%	5-10%	0.05 pptv
	X	X	Methyl nitrate Ethyl nitrate 2-Butyl nitrate	GC	40-150 s	10-20%	1-5%	0.05 pptv
	X	X	CH ₃ CCl ₃	GC	40-150 s	5%	1%	3 pptv
	X	X	CCl ₄	GC	40-150 s	2%	1%	3 pptv
	X	X	Ethene	GC	40-150 s	10%	2% or 3 pptv ^(b)	3 pptv
	X	X	Propene	GC	40-150 s	10%	2% or 3 pptv ^(b)	2 pptv
	X	X	CFC-12	GC	40-150 s	2%	0.7%	1 pptv
	X	X	CFC-11	GC	40-150 s	2%	0.8%	3 pptv
	X	X	CFC-113	GC	40-150 s	2%	1.4%	3 pptv
	X	X	CFC-114	GC	40-150 s	5%	1.5%	1 pptv
	X	X	HCFC-22	GC	40-150 s	5%	1.5%	10 pptv
	X	X	H-2402	GC	40-150 s	5%	5%	0.1 pptv
	X	X	C ₂ Cl ₄	GC	40-150 s	10%	1-5%	0.05 pptv
	X	X	CH ₂ Cl ₂	GC	40-150 s	10%	5%	2 pptv
	X	X	CHBrCl ₂	GC	40-150 s	10-20%	5-10%	0.05 pptv
	X	X	CH ₃ Cl	GC	40-150 s	5%	5-10%	100 pptv
	X	X	CHCl ₃	GC	40-150 s	5%	5-10%	2 pptv
	X	X	CHBr ₃	GC	40-150 s	10%	5-10%	0.1 pptv

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
D. Blake (cont.)	X	X	CH ₃ Br	GC	40-150 s	5%	4%	1 pptv
	X	X	CH ₂ Br ₂	GC	40-150 s	10-20%	5-10%	0.4 pptv
	X	X	CH ₄	GC	40-150 s	1%	0.1%	NA
	X	X	OCS	GC	40-150 s	10%	5%	NA
			H-134a					
	X	X	DMS	GC	40-150 s	10%	5% or 2pptv ^(b)	1 pptv
	X	X	HCFC-141b	GC	40-150 s	10%	3%	NA
			HCFC-142b					
	X	X	C ₂ HCl ₃	GC	40-150 s	20%	5%	0.02 pptv
	X	X	CH ₂ BrCl	GC	40-150 s	20%	5%	NA
	X	X	C ₂ H ₅ Cl	GC	40-150 s	20%	5%	0.3 pptv
	X	X	C ₂ H ₅ I	GC	40-150 s	20%	10%	0.01 pptv
	X	X	2-C ₃ H ₇ ONO ₂ 3-C ₃ H ₇ ONO ₂ n-C ₃ H ₇ ONO ₂	GC	40-150 s	10-20%	1-5%	0.01 pptv
Project (J. Barrick ⁽¹⁾)	X	X	i-C ₃ H ₇ ONO ₂	GC	40-150 s	10-20%	10%	0.02 pptv
	X	X	CS ₂	GC	40-150 s	20%	5%	0.5%
	X	X	1,2-Dichloroethane	GC	40-150 s	20%	10%	0.05 pptv
	X	X	n-Hexane	GC	40-150 s	5%	5%	3 pptv
	X	X	J(NO ₂) zenith J(NO ₂) nadir	Filter radiometer (PMT)	1 s	10%	4%	1.5x10 ⁻⁶ mv ⁻¹
G. Sachse ⁽¹⁾	X	X	Dew/Frost point	Chilled mirror hygrometer	1-10 s	±0.5°C	±0.2°C	±75°C
	X	X	CO	DACOM IR Laser Spectrometer	1 s	2%	1 ppbv or 1% conc. ^(b) (1σ)	NA ^(b)
	X	X	CH ₄	DACOM IR Laser Spectrometer	1 s (DC-8) 5 s (P-3B)	1%	0.15% (1σ)	NA ^(b)
R. Shetter ⁽²⁾	X	X	J[O ₃ ->O ₂ +O(1D)]	SAFS	10 s	~10%	~3%	<0.05mW cm ⁻² nm ⁻¹
			J[CH ₂ O->H+HCO] J[CH ₂ O->H ₂ +CO]					
	X	X	J[NO ₂ ->NO+O(3P)] J[H ₂ O ₂ ->2OH] J[HNO ₂ ->OH+NO] J[HNO ₃ ->OH+NO ₂] J[HNO ₄ ->HO ₂ +NO ₂]	SAFS	10 s	~8%	~3%	<0.05mW cm ⁻² nm ⁻¹

Table 3. Continued

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
R. Shetter (cont.)	DC-8	X	J[CH ₃ CHO->CH ₃ +HCO] J[CH ₃ CHO->CH ₄ +CO] J[C ₂ H ₅ CHO->C ₂ H ₅ +HCO] J[CHOCHO] J[CH ₃ COCHO] J[CH ₃ COCH ₃] J[CH ₃ OOH->CH ₃ O+OH] J[CH ₃ ONO ₂ ->CH ₃ O+NO ₂] J[PAN+hv->products] J[CH ₃ CH ₂ CH ₂ CHO->C ₃ H ₇ +HCO] J[CH ₃ CH ₂ CH ₂ CHO->C ₂ H ₄ +CH ₂ CHOH] J[CH ₃ COCH ₂ CH ₃] J[CH ₃ CH ₂ ONO ₂ +hv->Products]	SAFS	10 s	~8%	~3%	<0.05mW cm ⁻² nm ⁻¹
		X	CO ₂	Non-dispersive IR Spectrometer	1 s	0.25 ppmv	0.07 ppmv (1 Hz)	0.5 ppmv
A. Bandy ⁽⁹⁾		X	SO ₂	Atmospheric Pressure Ionization Mass Spectrometry	1 s	2-5% ⁽¹⁾	2 pptv or 2% ^(k)	1 pptv
C. Cantrell ⁽²⁾		X	HO ₂ HO ₂ +RO ₂	Chemical ionization mass spectrometry	60 s	±35%	±10%	3x10 ⁻⁷ molec cm ⁻³
A. Clarke ⁽¹⁰⁾		X	Condensation Nuclei cold	CN counter	5 s	5-10%	5%	1 particle cm ⁻³
		X	Condensation Nuclei hot	CN with 300C heater	5 s	5-10%	5%	1 particle cm ⁻³
		X	Cloud liquid water content	PVM optical probe	5 s	5-10%	5%	0.002g-m ⁻³
		X	APS integral number, area, volume ⁽¹⁾	Aerodynamic particle sizing	60 s	20%	5%	NA ^(m)
		X	FSSP integral number, area, volume ⁽ⁿ⁾	FSSP probe	15 s	20%	5%	NA ^(m)

Table 3. Continued

Investigator	Aircraft DC-8	P-3B	Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
A. Clarke (cont.)		X	Scatter (all part) at 450nm, 550nm, 700nm Backscatter (all part) at 450nm, 550nm, 700nm	3 Wavelength integrating nephelometer	25 s	±0.2 Mm ⁻¹	±0.1 Mm ⁻¹	±0.2 Mm ⁻¹
		X	Scatter (submicron) at 450nm, 550nm, 700nm Backscatter (submicron) at 450nm, 550nm, 700nm	< 1µm Dp aerodynamic	25 s	±0.2 Mm ⁻¹	±0.1 Mm ⁻¹	±0.2 Mm ⁻¹
		X	Light Absorption (all part) 565nm Absorption (submicron) 565nm	PSAP- light transmission through filter ^(o)	65 s	15% ^(p)	<6%	±0.5 Mm ^{-1(q)}
		X	DMA number, surface area and volume at 50C ⁽ⁱ⁾	Differential Mobility Analyzer	20 s grab samples	20%	5%	NA ^(m)
F. Eisele ⁽⁵⁾		X	OPC number, surface area and volume at 50C ^(s)	Optical Particle Counter effective optical particle size	60 s	15%	5%	NA ^(m)
		X	OH	CIMS	30 s	60%	20%	1x10 ⁻⁵ OH cm ⁻³
		X	H ₂ SO ₄ MSA	CIMS	30 s	60%	20%	2x10 ⁻⁵ cm ⁻³
		X	HNO ₃	CIMS	20 s	±25% ^(t)	20%	5 pptv
W. Flocke ⁽²⁾		X	PAN PPN	GC	2.5 min ^(u)	-10% to +5%	1% or 1 pptv ^(v)	5 pptv
		X	MPAN	GC	2.5 min ^(u)	-10% to +10%	±15% or ±2.5 pptv ^(b)	5 pptv
		X	PiBN	Chemiluminescence	1 s	16%	6 pptv	12 pptv
		X	NO NO _y	Chemiluminescence	1s	35%	16pptv	28pptv
Y. Kondo ⁽¹¹⁾		X	NO ₂	Chemiluminescence	10 s	32%/60% ^(w)	4 pptv/3 pptv ^(w)	13 pptv ^(x)
		X	Air Temp	RTD sensor	1 s	±0.3°C	±0.2°C	±100°C ^(y)
		X	Surface temp	IR Pyroelectrics (chopped radiation)	1 s	±0.7°C	±0.5°C	-50° to 70° C ^(y)
		X	Latitude, longitude	TAMMS	20 s ⁻¹	0.4 nm hr ⁻¹	NA	0.1 min
Project (J. Barrick ⁽¹⁾)		X	Pressure altitude	TAMMS	20 s ⁻¹	0.4%	7 ft	0.5 ft
		X	Static pressure	TAMMS	20 s ⁻¹	0.2 hPa	0.05 hPa	0.008 hPa
Project (L. Thornhill ⁽¹⁾)								

Table 3. Concluded

Investigator	Aircraft		Species/ Parameter	Technique	Averaging Time	Accuracy	Precision	LOD
	DC-8	P-3B						
Project (cont.) (L. Thornhill)		X	Impact pressure	TAMMS	20 s ⁻¹	0.4 hPa	0.05 hPa	0.008 hPa
		X	Pitch, roll	TAMMS	20 s ⁻¹	0.2 deg	0.1 deg	0.04 deg
		X	True heading	TAMMS	20 s ⁻¹	0.1 deg	0.1 deg	0.04 deg
		X	U, V	TAMMS	20 s ⁻¹	0.5 m s ⁻¹	0.1 m s ⁻¹	0.01 m s ⁻¹
		X	W	TAMMS	20 s ⁻¹	0.1 m s ⁻¹	0.05 m s ⁻¹	0.01 m s ⁻¹
		X	MR ^(c)	TAMMS	20 s ⁻¹	0.6 deg C	0.2 deg C	-50° C
		X	MR (LymanAlpha)	TAMMS	20 s ⁻¹	5%	2%	1%
		X	Virtual potential temperature (theta v)	TAMMS	20 s ⁻¹	0.5 deg K	0.1 deg K	173° to 373° K ^(v)
R. Weber ⁽⁵⁾		X	Sodium	PILS-Ion Chromatography	3 min	±10%	±5%	21 pptv
		X	Ammonium	PILS-Ion Chromatography	3 min	±10%	±5%	27 pptv
		X	Calcium	PILS-Ion Chromatography	3 min	±10%	±5%	12 pptv
		X	Potassium	PILS-Ion Chromatography	3 min	±10%	±5%	13 pptv
		X	Magnesium	PILS-Ion Chromatography	3 min	±10%	±5%	15 pptv
		X	Chloride	PILS-Ion Chromatography	3 min	±10%	±5%	3 pptv
		X	Sulfate	PILS-Ion Chromatography	3 min	±10%	±5%	3 pptv
		X	Nitrate	PILS-Ion Chromatography	3 min	±10%	±5%	4 pptv
		X	Total UCN (> 3 nm)	Condensation particle counter and Pulse Height Analysis (PHA)	1 s	±10%	±2%	NA
		X	Total UCN	Condensation particle counter and Pulse Height Analysis (PHA)	60 s	±10%	±10%	NA
			UCN 3-8nm UCN 3-4nm					

Notes:

- Horizontal sample interval: 10 seconds; Vertical sample interval: 30 meters.
- Whichever is greater.
- Horizontal sample interval: 1 minute; Vertical sample interval 60 meters.
- Horizontal sample interval: 1 minute.
- Percentage of the ambient concentration. However, as the ambient levels decrease, the accuracy estimate can be somewhat higher.
- Replicate measurements during constant air mass periods provides realistic assessment of how LOD improves with averaging time. These measurements indicate that LOD does in fact improve by roughly the square root of averaging time out to time periods as long as 10 minutes. For 5 minutes of averaging, based on median 1 min LOD of 66 pptv, 5 min LOD is around 30 pptv.
- Concentration in the troposphere or lower stratosphere never reaches the LOD.
- Of the NO value, whichever is greater.

- i. For Be-7 there is still some uncertainty due to measured air flow (on the order of 5% max) but this is generally dwarfed by the statistical uncertainty inherent in the counting of radioactive decays. Precision increases notably with higher activity. For samples less than 200 fCi scm⁻¹ the mean and median uncertainty was 50%, this improves to 25% for samples between 200 and 600 fCi scm⁻¹ and to 15% for samples more active than 600 fCi scm⁻¹. (Note that 52% of all samples with reported Be-7 were in this last group and only 24% were less than 200 fCi scm⁻¹). It is estimated an LOD of 30 fCi scm⁻¹ (though this also depends on the volume of air sampled).
- j. Below 3 ppbv is 2-3%, and above 3 ppbv is about 5%.
- k. Below 200 pptv is 2 pptv, and above 200 pptv is about 2%.
- l. 0.7 µm ≤ Dp ≤ 20.0 µm.
- m. The overall performance (accuracy, precision & LOD) of the size distribution measurements (DMA, OPC, APD & FSSP) are size dependent and are difficult to generalize. The 3 latter instruments are single particle counters making them sensitive to low concentrations limited primarily by count statistics at a given size. Particle losses in sample inlet become significant for sizes larger than about 4 µm.
- n. 0.3 µm ≤ Dp ≤ 1.0 µm, 1.0 µm ≤ Dp ≤ 20.0 µm, 0.3 µm ≤ Dp ≤ 20.0 µm.
- o. Longer averaging times are generally required for low absorption environments.
- p. At typical atmospheric absorption levels and 60 s averages.
- q. For 60 s average but lower with larger averaging time.
- r. 0.007 ≤ Dp ≤ 0.1 µm.
- s. 0.1 ≤ Dp ≤ 20.0 µm, 0.1 ≤ Dp ≤ 0.75 µm, 0.75 ≤ Dp ≤ 20.0 µm.
- t. The overall accuracy is estimated to be ±25% for < 100 pptv, ±20% for 100-200 pptv, and ±15% > 200 pptv.
- u. One discrete sample (which is an average of 2.5 seconds) is taken every 2-2.5 minutes.
- v. Short term (duration of flight), whichever is greater. Long term (over the entire mission), larger of 5% or 1 pptv.
- w. Altitude < 2 km / Altitude > 2 km; (NO₂ median 70 pptv for altitude < 2 km / NO₂ median 30 pptv for altitude > 2 km) .
- x. Precision and LOD of NO and NO_y were estimated for a 1 s integration time, while for NO₂, a 10 s integration time was used.
- y. Lower number is minimum LOD, higher number is maximum LOD.
- z. Derived from dew point (GE 1011).
1. NASA Langley Research Center
2. National Center for Atmospheric Research (NCAR)
3. Pennsylvania State University
4. University of Rhode Island
5. Georgia Institute of Technology
6. NASA Ames Research Center
7. University of New Hampshire
8. University of California-Irvine
9. Drexel University
10. University of Hawaii
11. University of Tokyo

Table 4. DC-8 Time Series Plot Order

Plate	Panel	Parameter	Plate	Panel	Parameter
1	1	Lat, Lon	11	1	Chloride
	2	AltP		2	Nitrate
	3	TS, ProjDP		3	Oxalate
	4	WNS		4	Sodium
	5	WND		5	Ammonium
2	1	Ozone	12	1	Potassium
	2	Carbon Monoxide		2	Calcium
	3	Methane		3	Magnesium
	4	Carbon Dioxide		4	Beryllium-7
	5	Water Vapor Mixing Ratio		5	Sulfate
3	1	NO	13	1	Sulfur Dioxide
	2	NO ₂		2	Fine aerosol NSS Sulfate
	3	HNO ₃		3	OCS
	4	PAN, PPN		4	DMS
	5	HCN, Acetonitrile		5	Methyl Iodide
4	1	OH	14	1	Methyl Chloride
	2	HO ₂		2	Chloroform
	3	CH ₂ O		3	CN>4nm
	4	Hydrogen Peroxide		4	Unheated CN>14nm
	5	Methylhydroperoxide		5	Heated/Unheated
5	1	Ethane	15	1	LWC Calc
	2	Propane		2	Aerosol absorption 565 nm
	3	i-Butane, n-Butane		3	Equivalent BC mass
	4	i-Pentane, n-Pentane		4	Scatter 450 nm
	5	Ethyne		5	Angstrom exponent 450-700
6	1	Ethene	16	1	Number dry (.1 to .75 um)
	2	C ₃ H ₈ /C ₂ H ₆		2	Number (.75 to 2 um)
	3	C ₂ H ₄ /C ₂ H ₆		3	Number (2 to 5 um)
	4	C ₂ H ₂ /CO		4	Number (5 to 20 um)
	5	C ₂ H ₆ /CO		5	Number (20 to 50 um)
7	1	Benzene	17	1	Surface dry (.1 to .75 um)
	2	Perchloroethylene		2	Surface (.75 to 2 um)
	3	1-2-Dichloroethane		3	Surface (2 to 5 um)
	4	Acetone		4	Surface (5 to 20 um)
	5	Methyl Ethyl Ketone		5	Surface (20 to 50 um)
8	1	Methanol	18	1	O ₃ Col
	2	Ethanol		2	SZA
	3	Acetaldehyde		3	J(O ₃)
	4	Propanal		4	J(H ₂ O ₂)
	5	Butanal		5	J(NO ₂)

Table 4. Concluded

Plate	Panel	Parameter	Plate	Panel	Parameter
9	1	Methyl Nitrate	19	1	$J(\text{NO}_2)\text{N} + J(\text{NO}_2)\text{Z}$
	2	Ethyl Nitrate		2	$J(\text{NO}_2)\text{N}/J(\text{NO}_2)\text{Z}$
	3	i-Propyl Nitrate		3	Roll
	4	n-Propyl Nitrate		4	AltCab
	5	2-Butyl Nitrate			
10	1	CFC-12			
	2	H-1211			
	3	HCFC-142b			
	4	HCFC-22			
	5	CH ₃ CCl ₃			

Table 5. Plotted Chemical Names and Formulas: DC-8

Variable Name	Other Names
Lat	Latitude
Lon	Longitude
AltP	Pressure altitude
TS	Static temperature
ProjDP	Project dew point
WNS	Wind speed
WND	Wind direction
Ozone	O3
Carbon Monoxide	CO
Methane	CH4
Carbon Dioxide	CO2
Water Vapor Mixing Ratio	H2O mixing ratio
NO	Nitric oxide
NO2	Nitrogen dioxide
HNO3	Nitric acid
PAN	CH3C(O)OONO2
PPN	C2H5C(O)OONO2
HCN	Hydrogen cyanide
Acetonitrile	CH3CN
OH	Hydroxyl radical
HO2	Hydroperoxyl radical
CH2O	Formaldehyde
Hydrogen peroxide	H2O2
Methylhydroperoxide	CH3OOH
Ethane	C2H6
Propane	C3H8
i-Butane	i-C4H10
n-Butane	n-C4H10
i-Pentane	i-C5H12
n-Pentane	n-C5H12
Ethyne	C2H2
Ethene	C2H4
C3H8/C2H6	Propane/Ethane ratio
C2H4/C2H6	Ethene/Ethane ratio
C2H2/CO	Ethyne/Carbon monoxide ratio
C2H6/CO	Ethane/Carbon monoxide ratio
Benzene	C6H6
Perchloroethylene	C2Cl4
1-2-Dichloroethane	1-2-C2H4Cl2
Acetone	CH3COCH3
Methyl Ethyl Ketone	C2H5COCH3

Table 5. Continued

Variable Name	Other Names
Methanol	CH ₃ OH
Ethanol	C ₂ H ₅ OH
Acetaldehyde	CH ₃ CHO
Propanal	C ₂ H ₅ CHO
Butanal	C ₃ H ₇ CHO
Methyl Nitrate	CH ₃ ONO ₂
Ethyl Nitrate	C ₂ H ₅ ONO ₂
i-Propyl Nitrate	i-C ₃ H ₇ ONO ₂
n-Propyl Nitrate	n-C ₃ H ₇ ONO ₂
2-Butyl Nitrate	2-C ₄ H ₉ NO ₃
CFC-12	CCl ₂ F ₂
H-1211	CBrClF ₂
HCFC-142b	CH ₃ CF ₃ Cl- Freon 142b
HCFC-22	CHF ₂ Cl- Freon 22
CH ₃ CCl ₃	Trichloroethane
Chloride	Cl ⁻
Nitrate	NO ₃ ⁻
Oxalate	C ₂ H ₂ O ₄
Sodium	Na
Ammonium	NH ₄ ⁺
Potassium	K
Calcium	Ca ⁺
Magnesium	Mg
Beryllium-7	⁷ Be
Sulfate	SO ₄ ⁻
Sulfur Dioxide	SO ₂
Fine aerosol NSS sulfate	Fine aerosol non-sea-salt sulfate
OCS	Carbonyl Sulfide
DMS	Dimethyl Sulfide
Methyl Iodide	CH ₃ I
Methyl Chloride	CH ₃ Cl
Chloroform	CH ₃ Cl ₃
CN>4 nm	Condensation nuclei
Unheated CN>14nm	Condensation nuclei
Heated/Unheated	Condensation nuclei
LWC calc	Liquid water content
Aerosol absorption 565 nm	Aerosol optical properties
Equivalent BC mass	Aerosol optical properties
Scatter 450 nm	Aerosol optical properties
Angstrom exponent 450-700 nm	Aerosol optical properties
Number dry (.1 to .75um)	Aerosol number density

Table 5. Concluded

Variable Name	Other Names
Number (.75 to 2um)	Aerosol number density
Number (2 to 5um)	Aerosol number density
Number (5 to 20um)	Aerosol number density
Number (20 to 50um)	Aerosol number density
Surface dry (.1 to .75um)	Aerosol surface area
Surface (.75 to 2um)	Aerosol surface area
Surface (2 to 5um)	Aerosol surface area
Surface (5 to 20um)	Aerosol surface area
Surface (20 to 50um)	Aerosol surface area
O3 Col	Ozone column
SZA	Solar zenith angle
J[O3->O2+O(1D)]	Photolysis frequency
J[H2O2->2OH]	Photolysis frequency
J[NO2->NO+O(3P)]	Photolysis frequency
J(NO2)Nadir + J(NO2)Zenith	Photolysis frequency
J(NO2)Nadir/J(NO2)Zenith	Photolysis frequency
Roll	Roll angle
AltCab	Cabin altitude

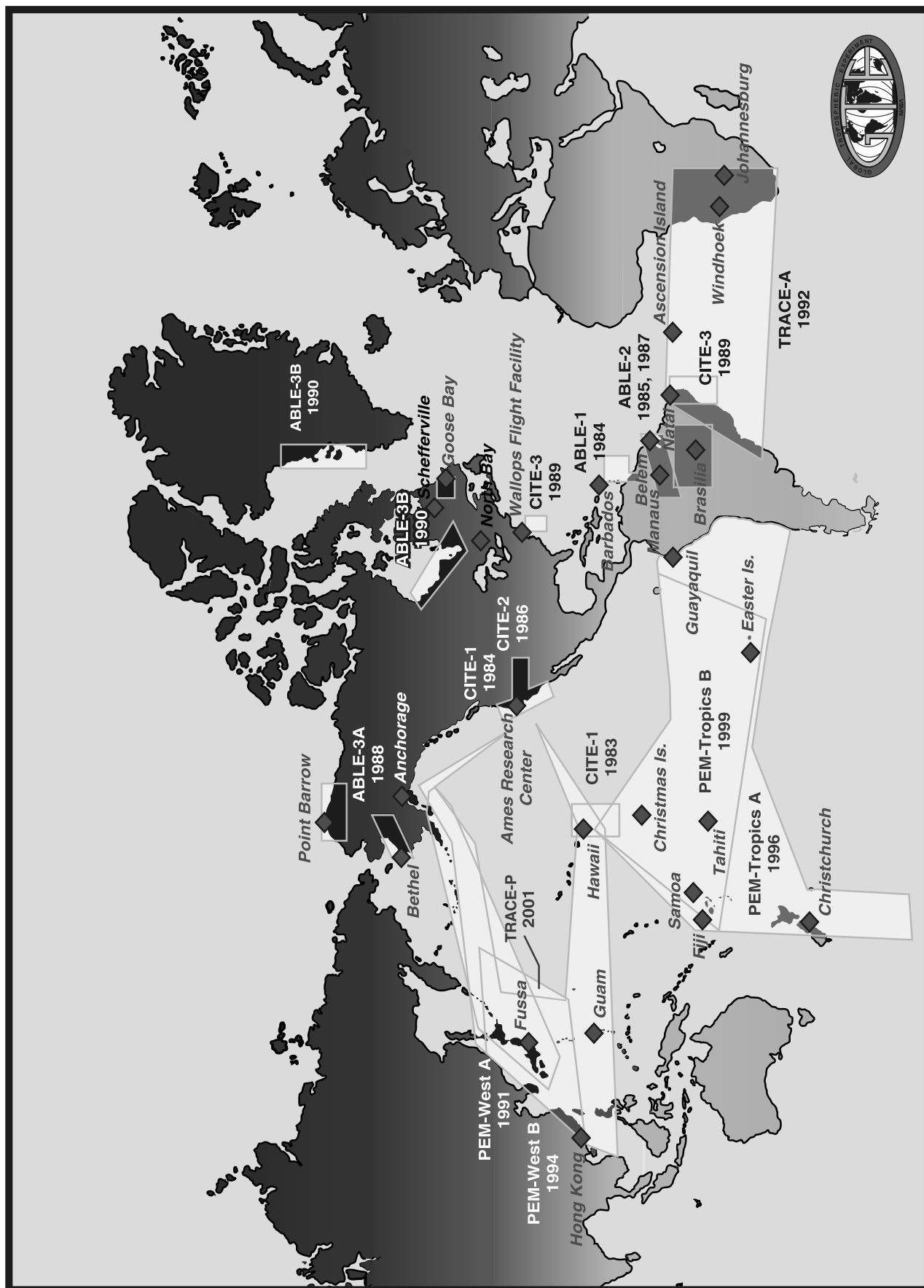


Figure 1. GTE missions through 2001.

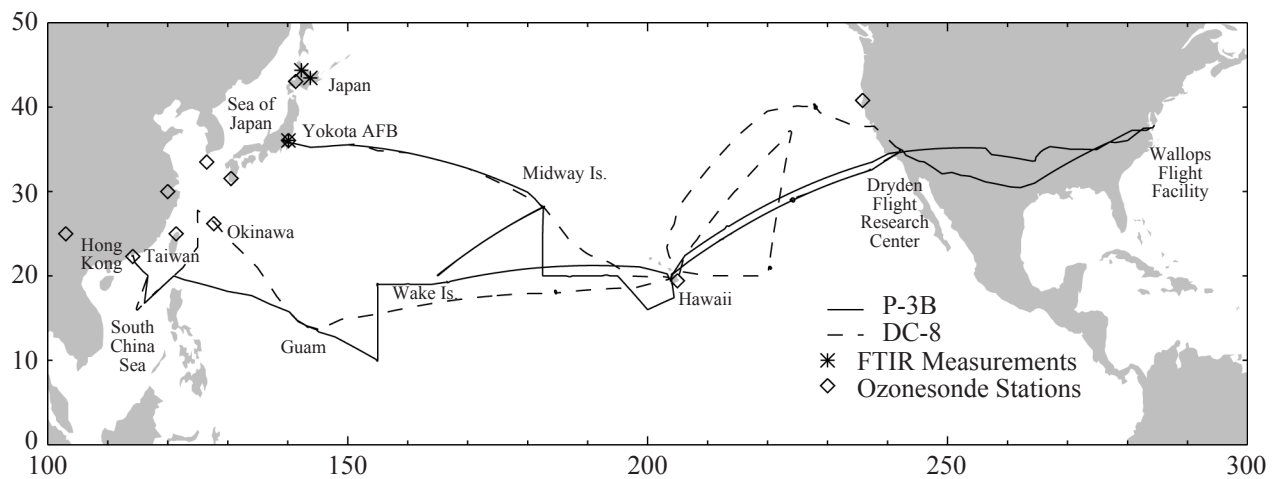


Figure 2(a). TRACE-P transit flight tracks.

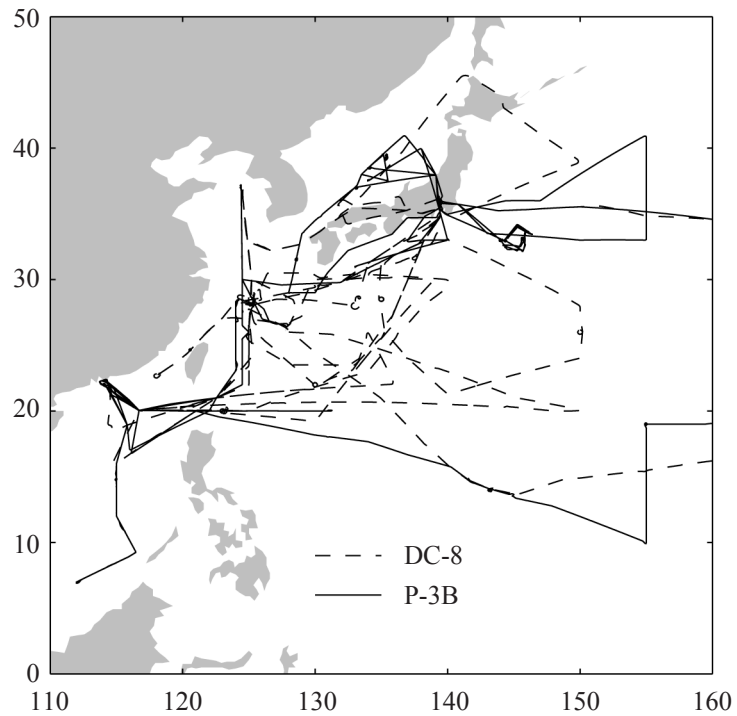


Figure 2(b). TRACE-P intensive flight tracks.

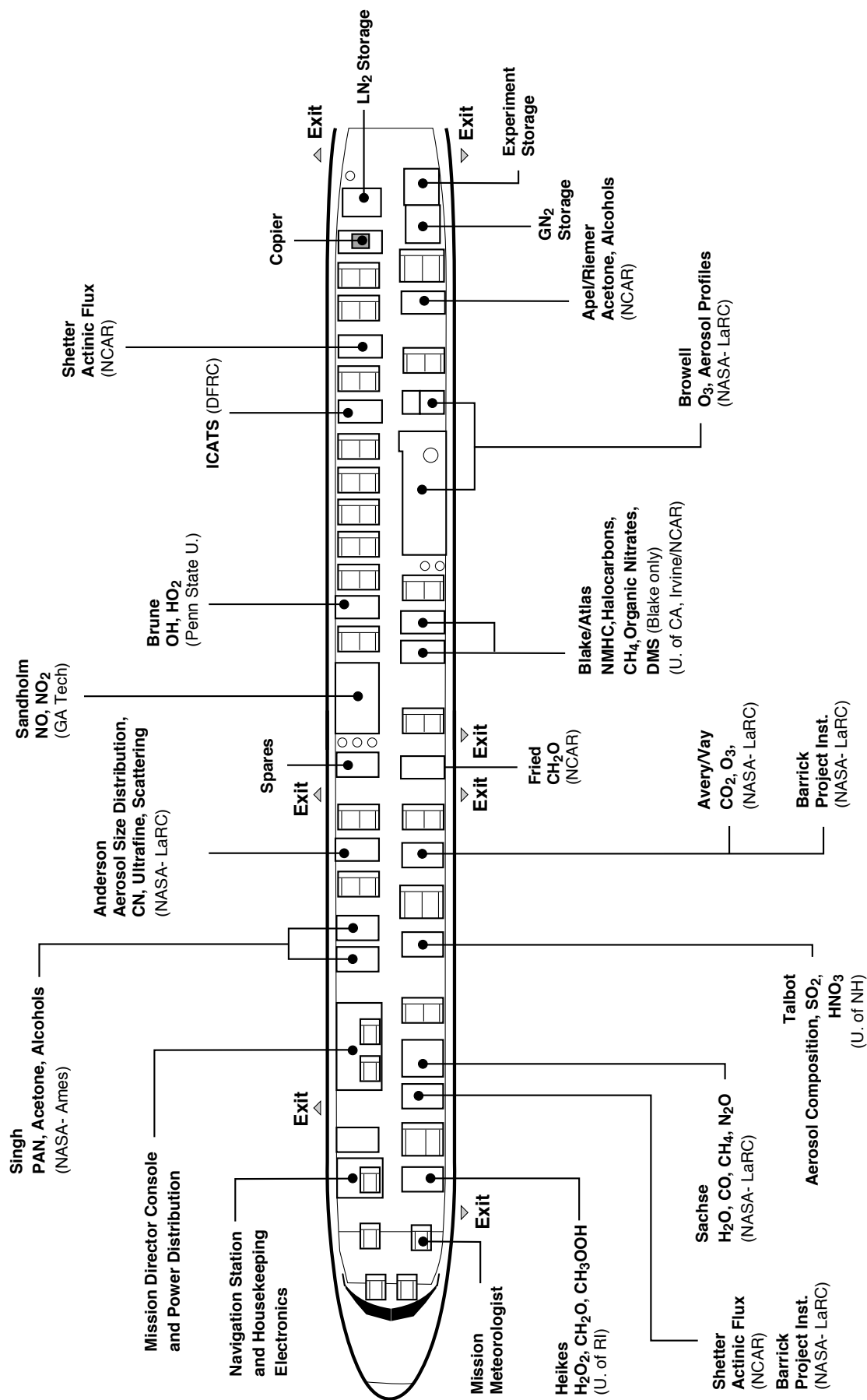


Figure 3(a). TRACE-P DC-8 mission payload.

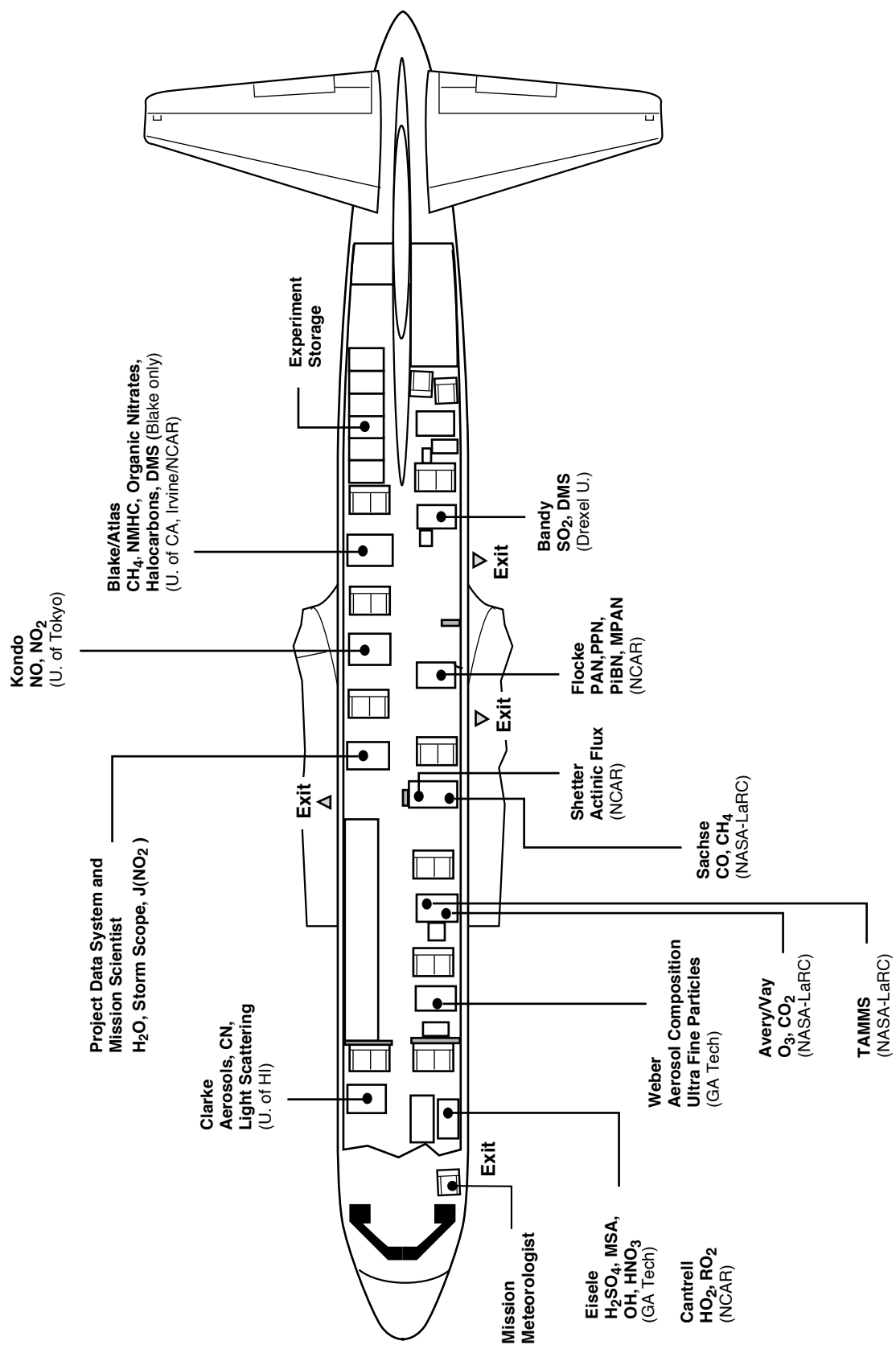


Figure 3(b). TRACE-P P-3B mission payload.

APPENDIX A
Transport and Chemical Evolution over the Pacific
(TRACE-P)

Plots are presented in a standardized format, and the data (unedited) are from the Langley GTE archive. Relative humidity is calculated from measurements made on the aircraft. In some cases (mostly for moist, boundary layer conditions) relative humidity may exceed 100% (not plotted) as dew point temperature exceeded air temperature by a few degrees (assumed to be the result of instrument measurement/calibration uncertainty). For time series plots, abscissa time scales for given flights are identical. Ordinate scales were selected to best represent all the data for specie measured during the flight. In order to maintain the standardized format, plots for flights in which a specie data were not reported are plotted with the axes and a "NO DATA" entry. On a panel with multiple curves, if a particular curve is missing, it may be assumed that the data for that particular specie for that particular flight is not available ("NO DATA" will not appear on a multi-curve panel). The time series plots are followed by altitude profiles of temperature, dew point, ozone, and carbon monoxide. In general altitude profiles are shown for ascent/descent portions of the flights. As a result the number of altitude profiles shown varies on a flight by flight basis.

Given below are the beginning page numbers for each flight's sequence of plots:

Flight 4D – page 33
Flight 5D – page 63
Flight 6D – page 93
Flight 7D – page 123
Flight 8D – page 155
Flight 9D – page 185
Flight 10D – page 213
Flight 11D – page 241
Flight 12D – page 273
Flight 13D – page 303

Flight 14D – page 335

Flight 15D – page 363

Flight 16D – page 397

Flight 17D – page 425

Flight 18D – page 453

Flight 19D – page 483

Flight 20D – page 513

CHEMICAL and METEOROLOGICAL DATA



TRACE-P

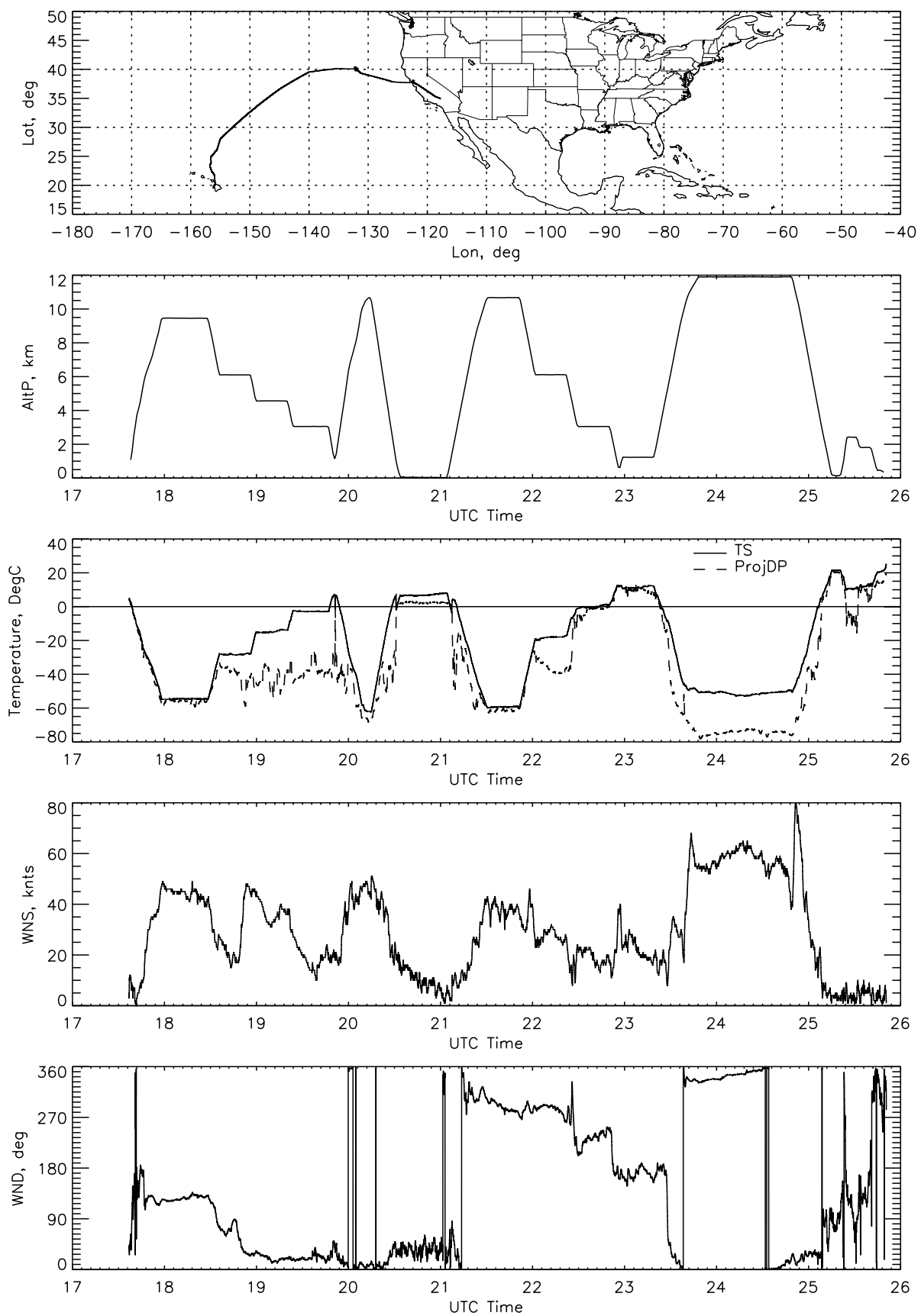
Flight 4D

Transit: NASA-DFRC to Kona, HI

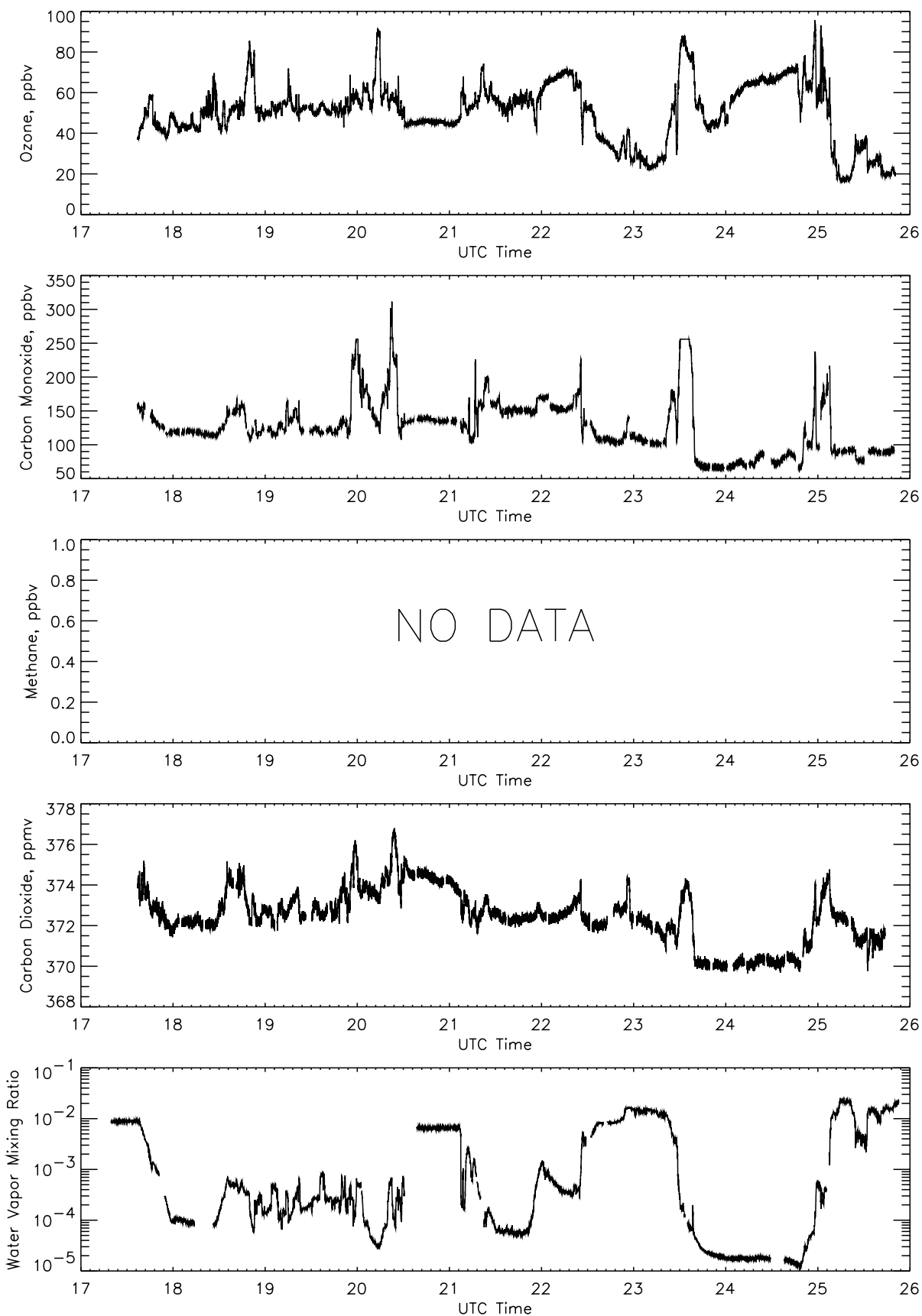
Aged Asian Pollution and MOPITT
Mid-Latitude Validation

February 26, 2001

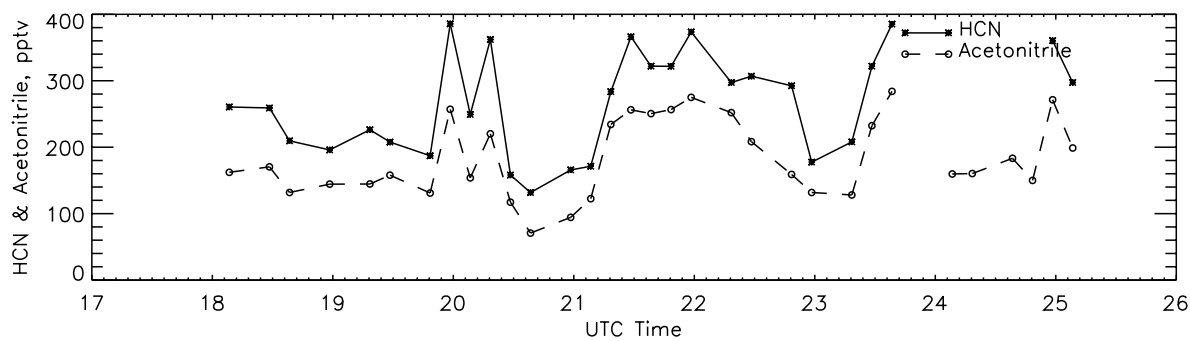
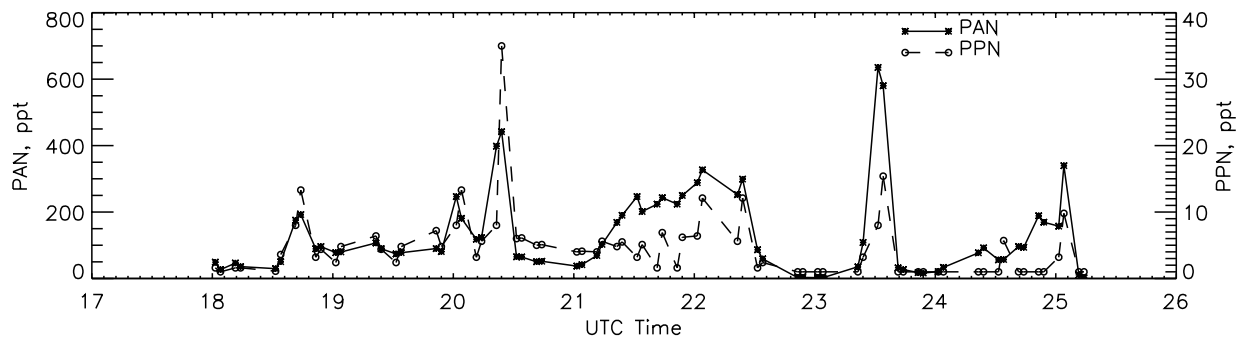
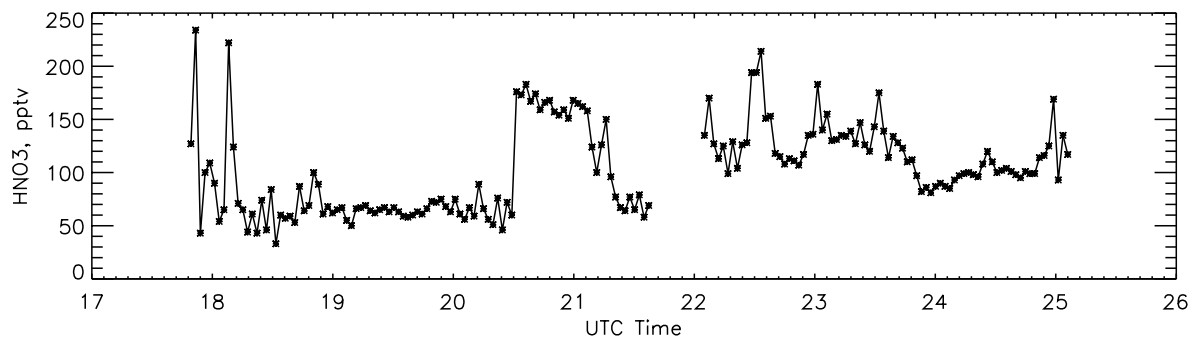
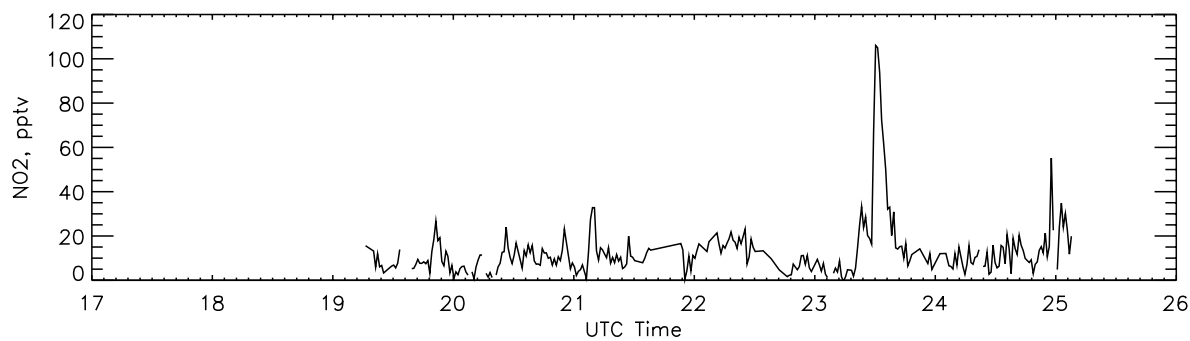
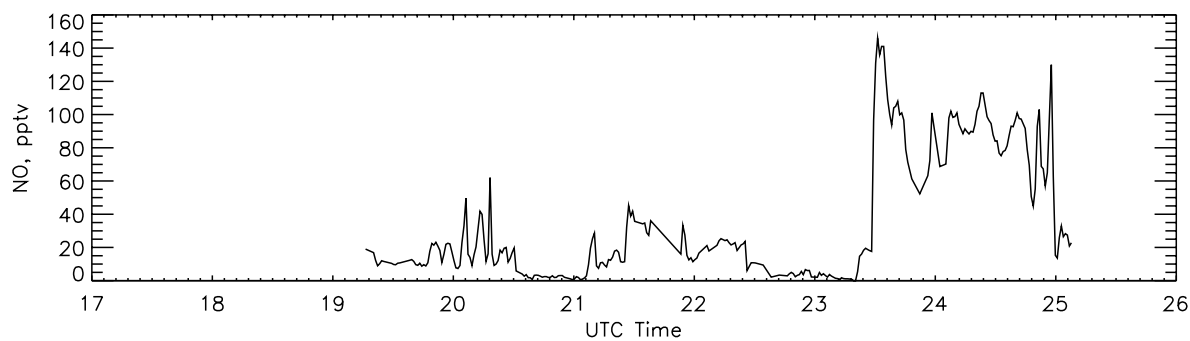
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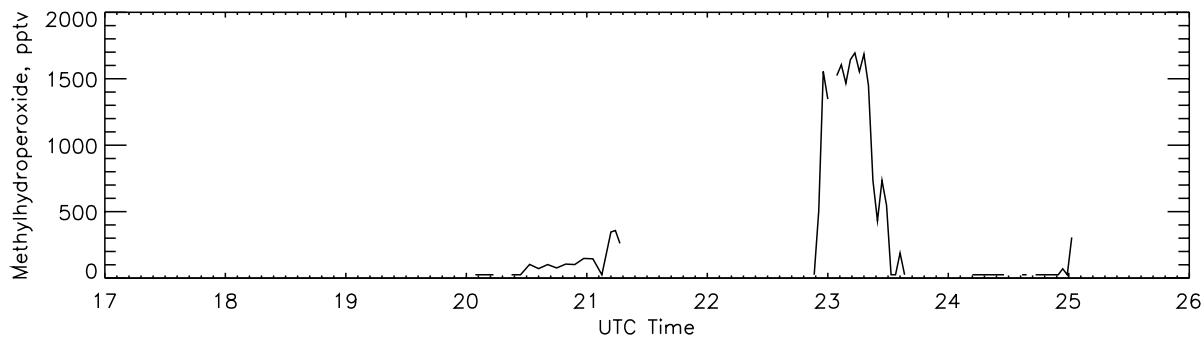
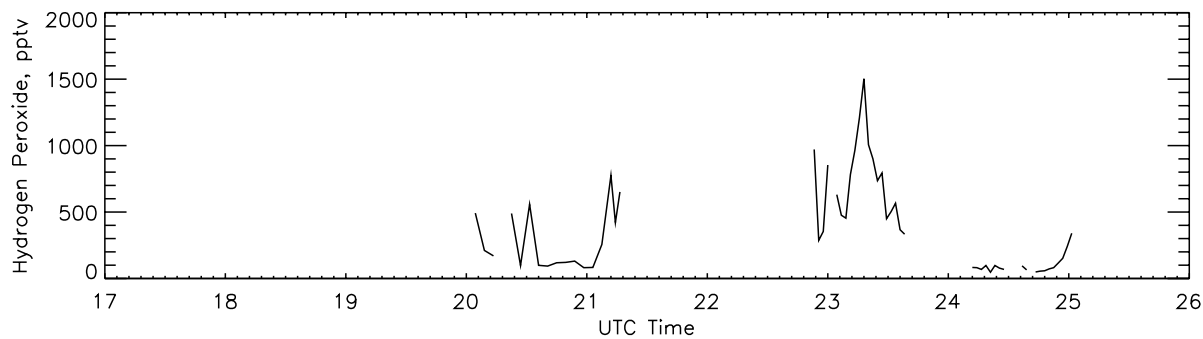
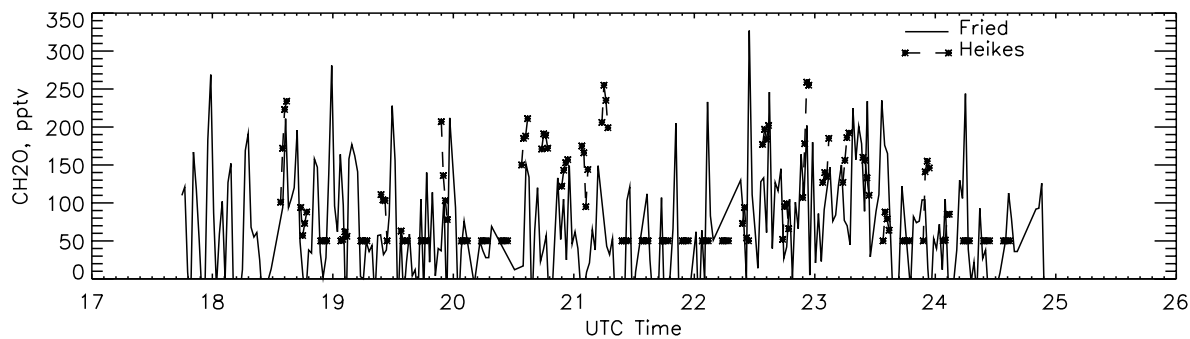
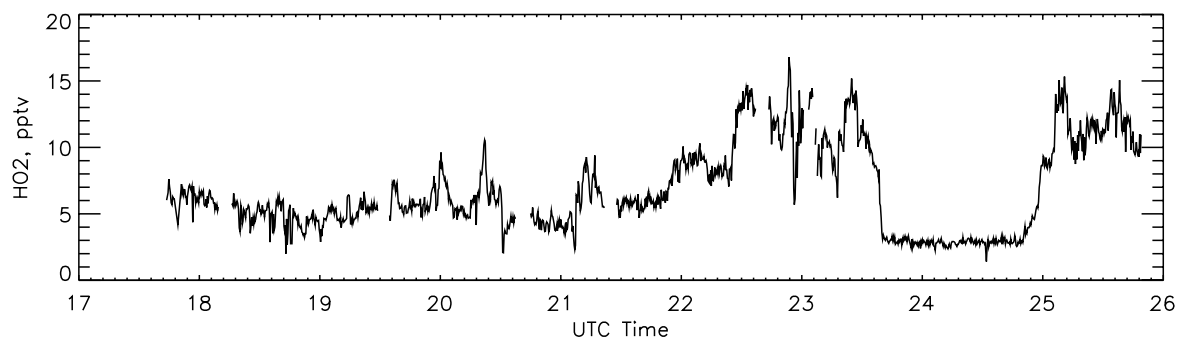
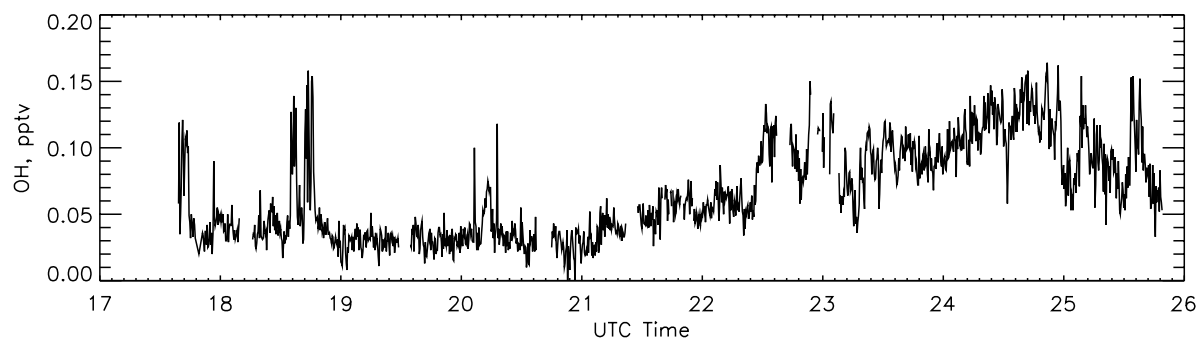
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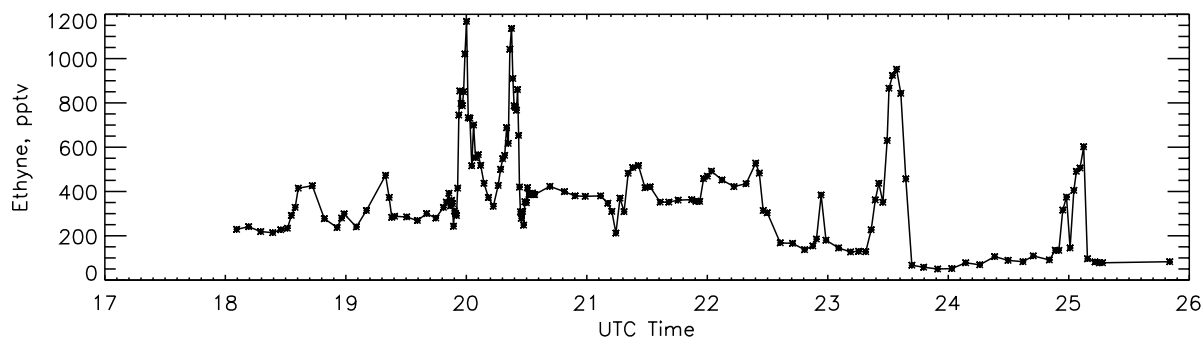
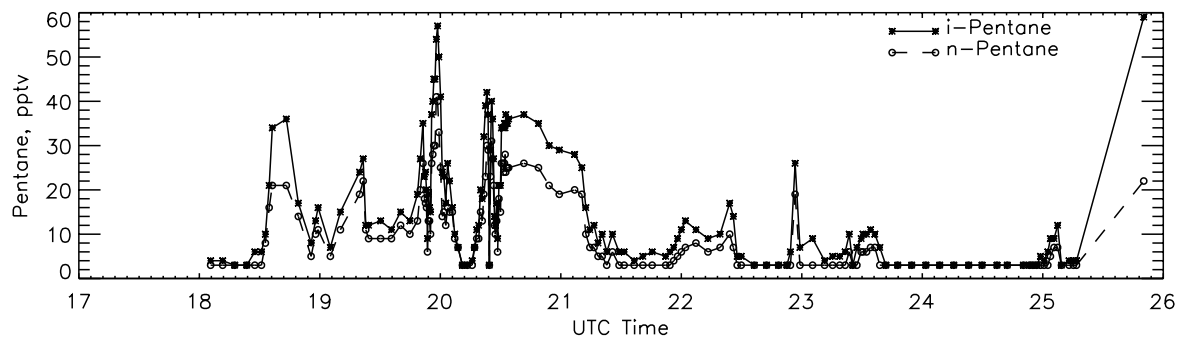
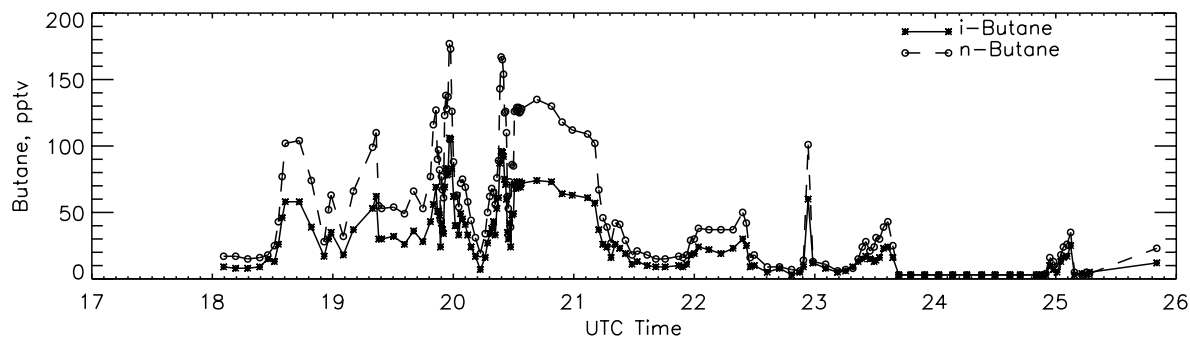
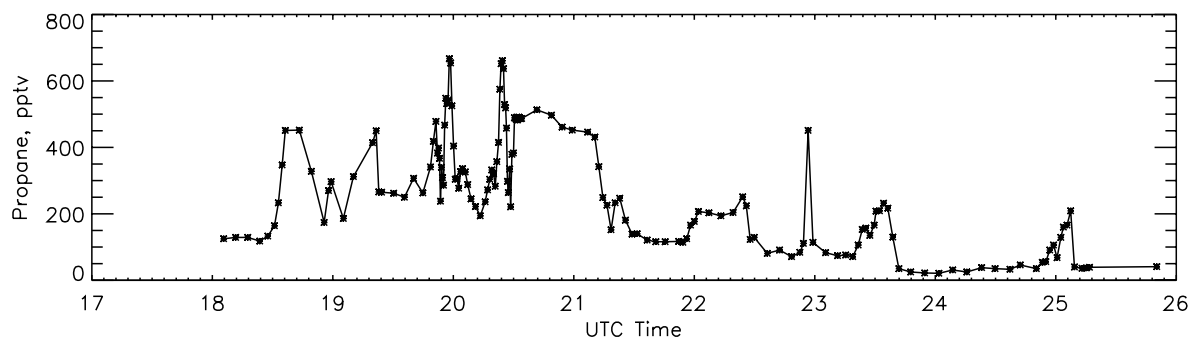
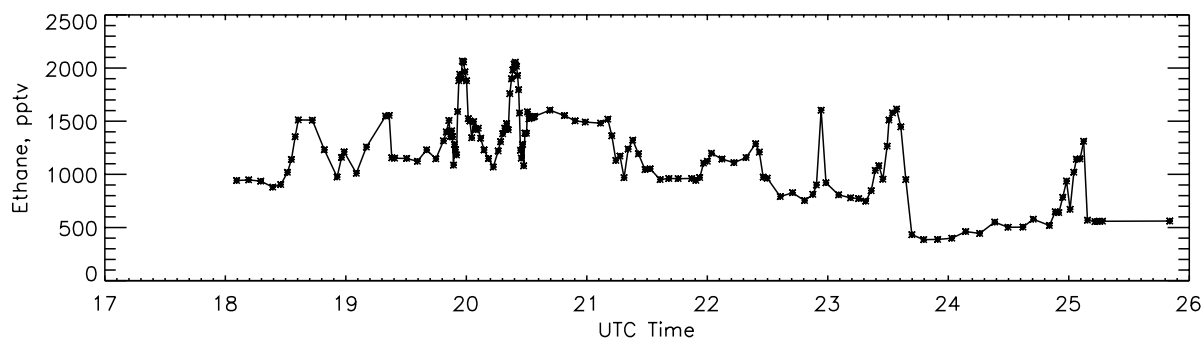
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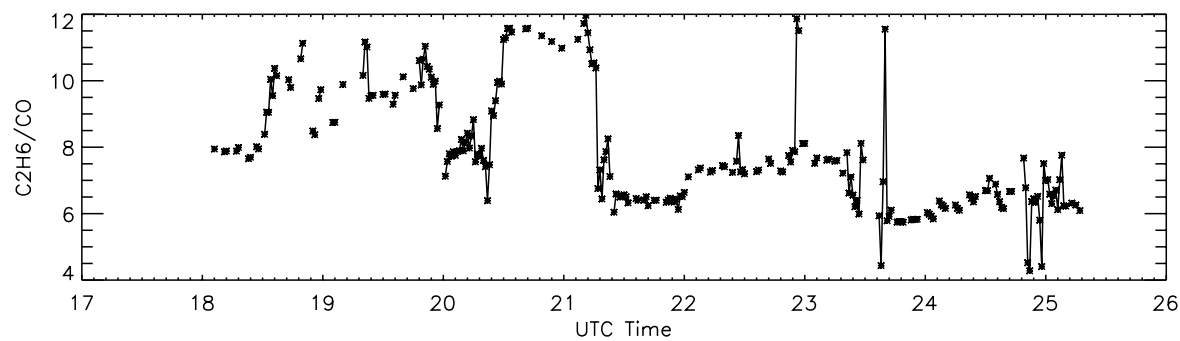
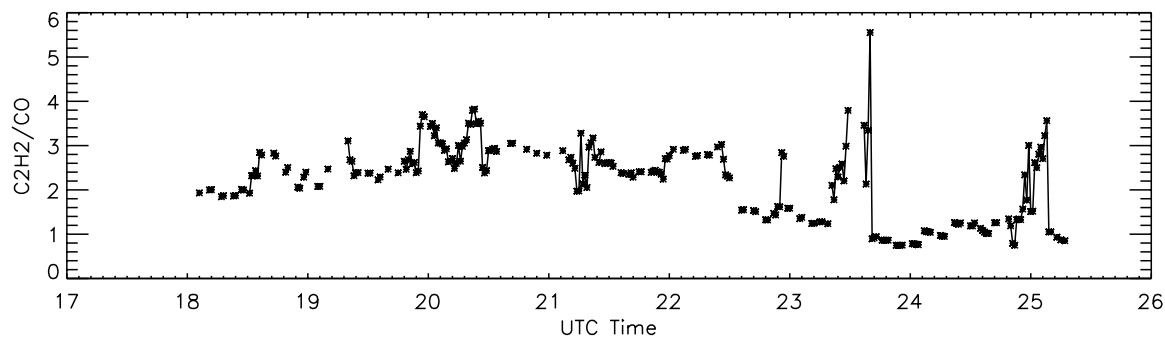
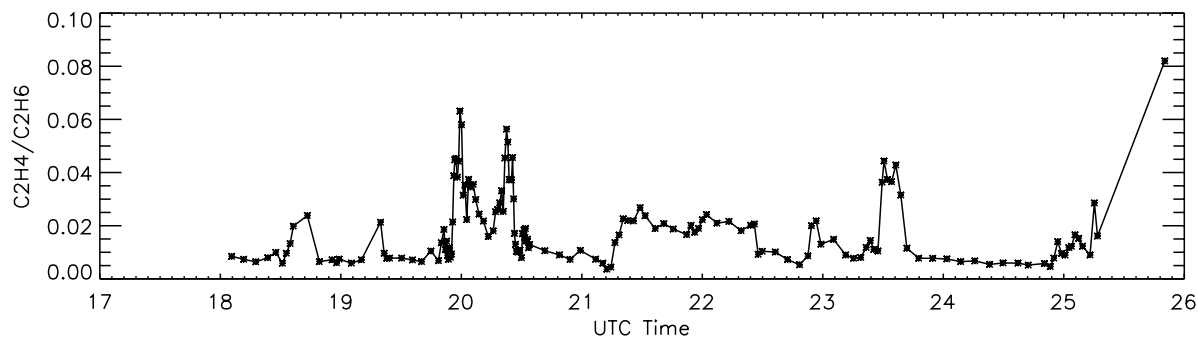
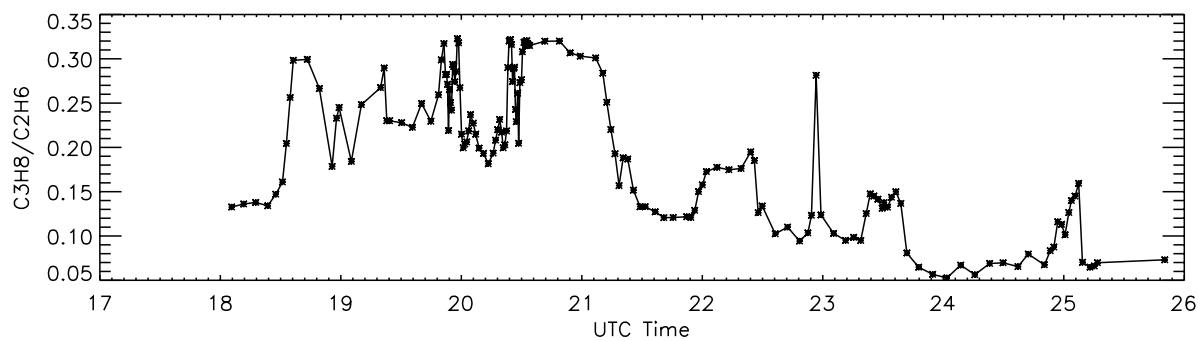
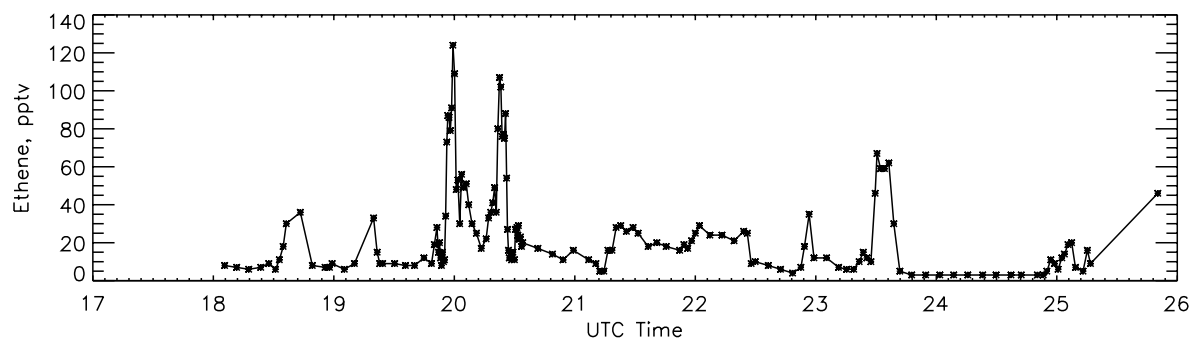
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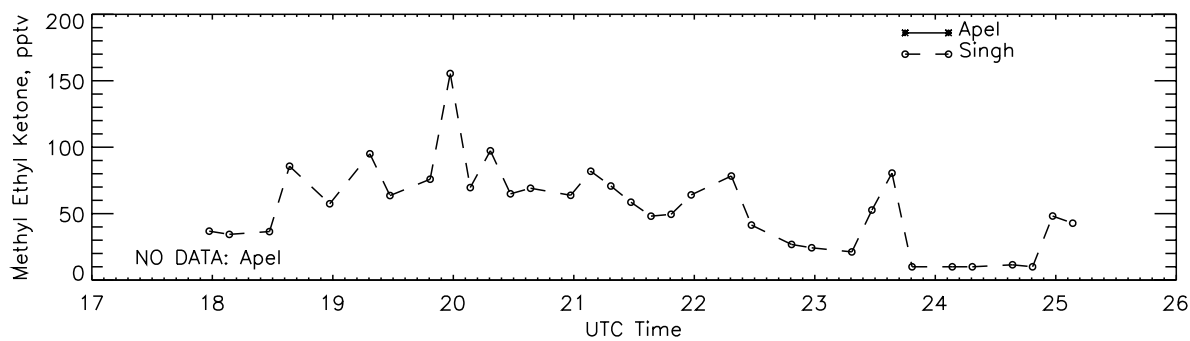
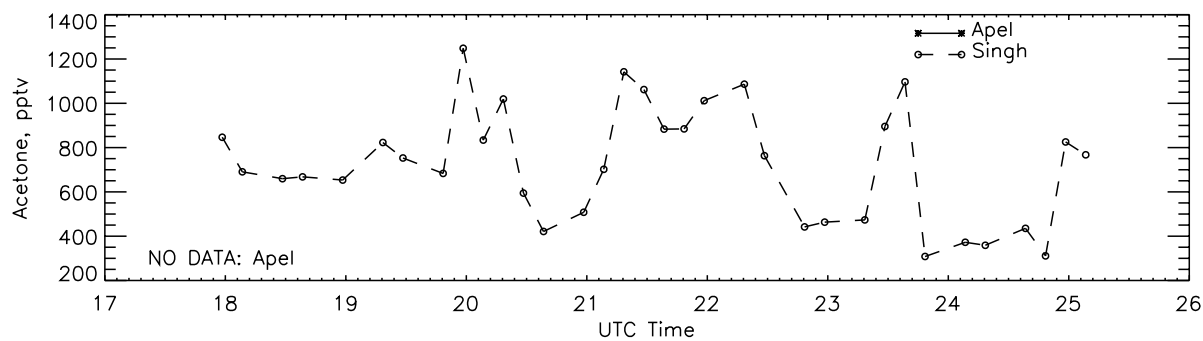
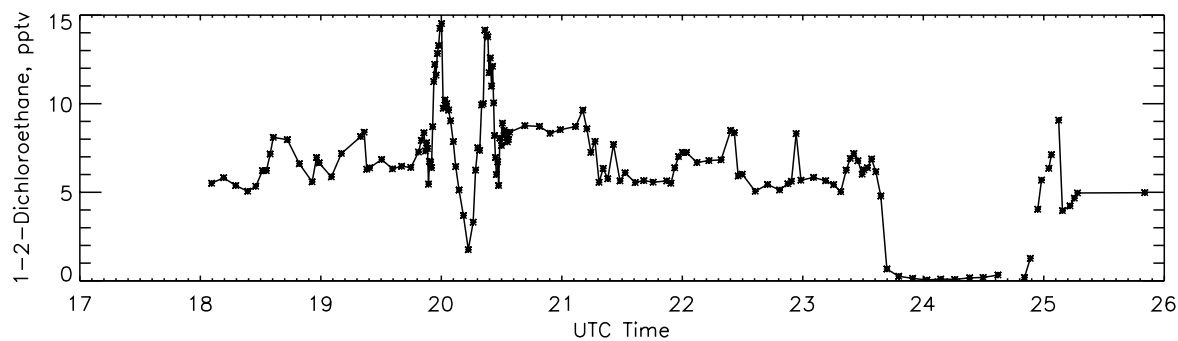
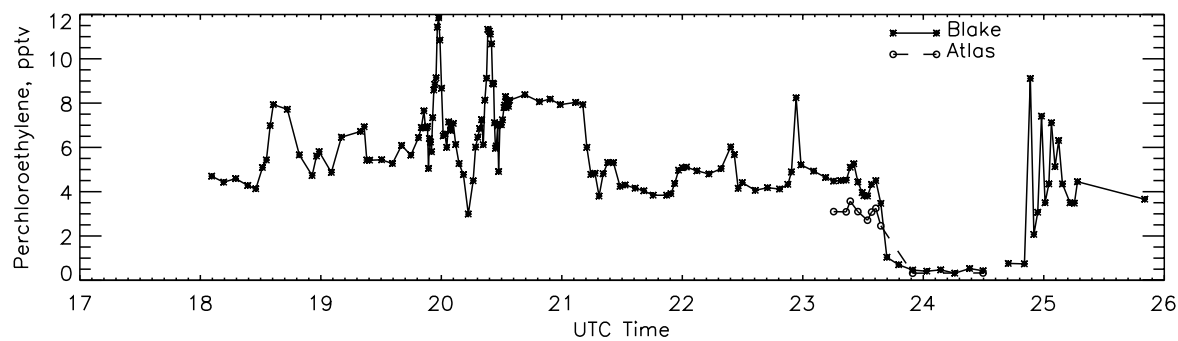
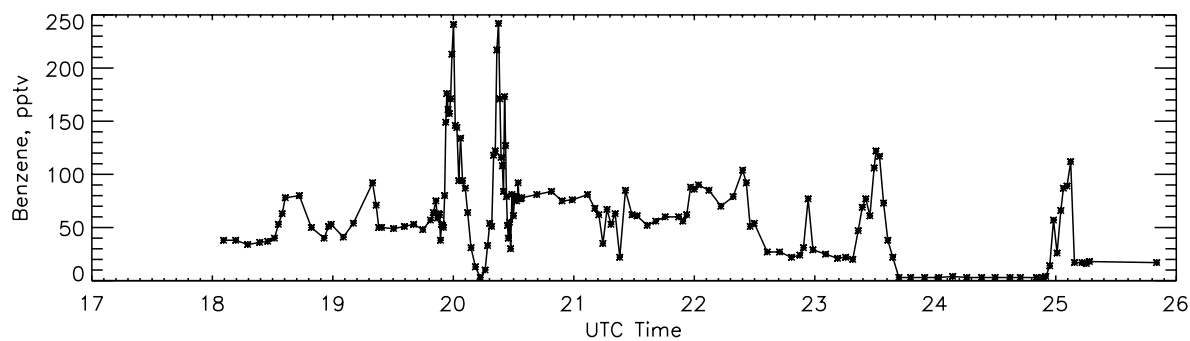
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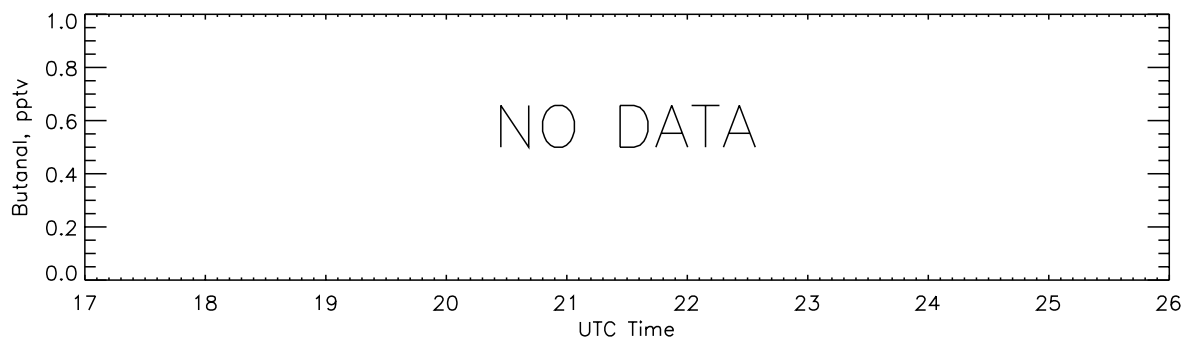
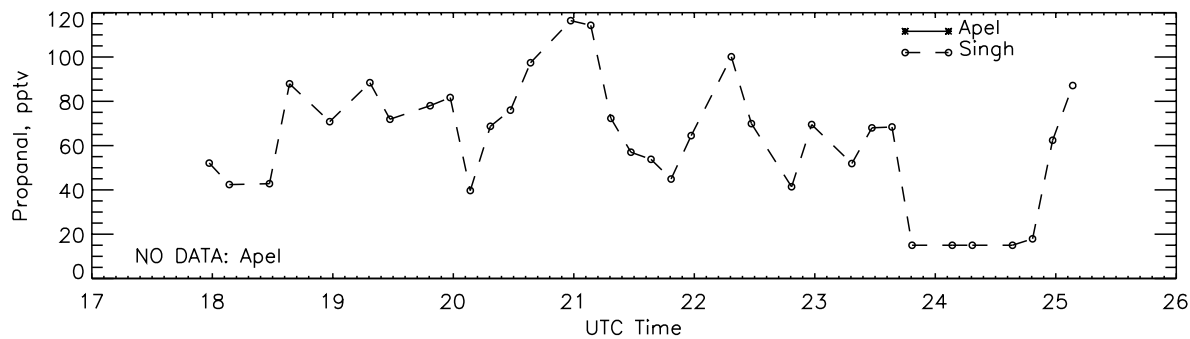
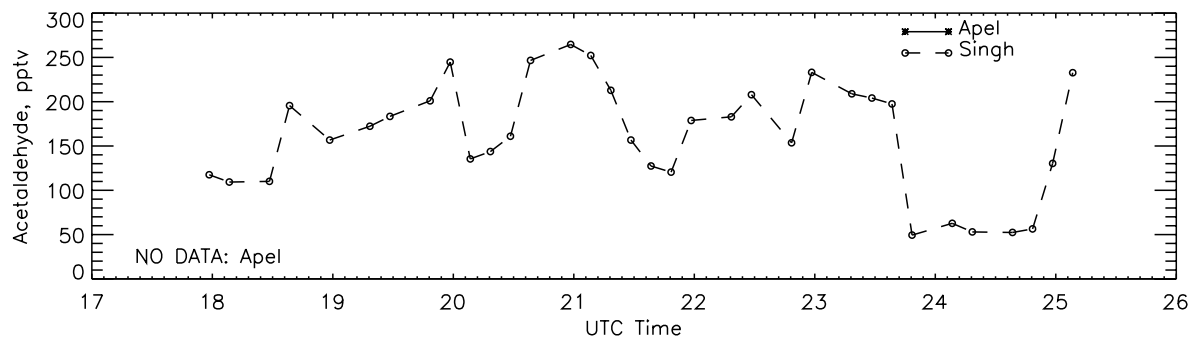
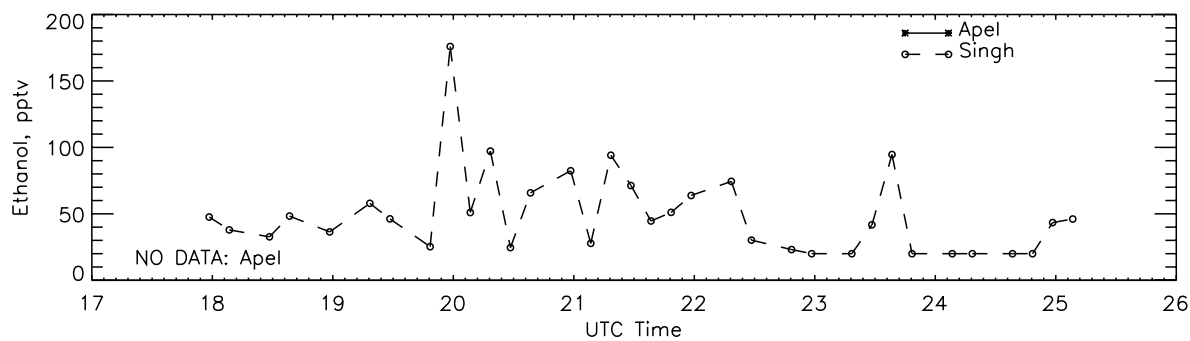
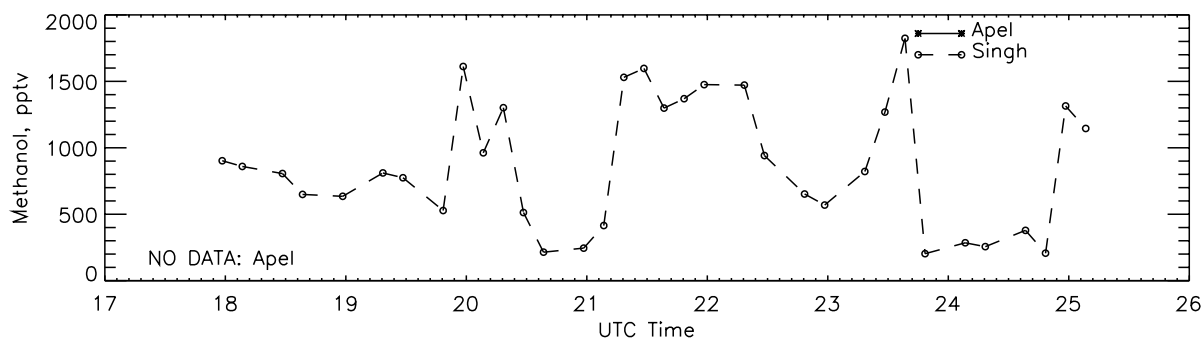
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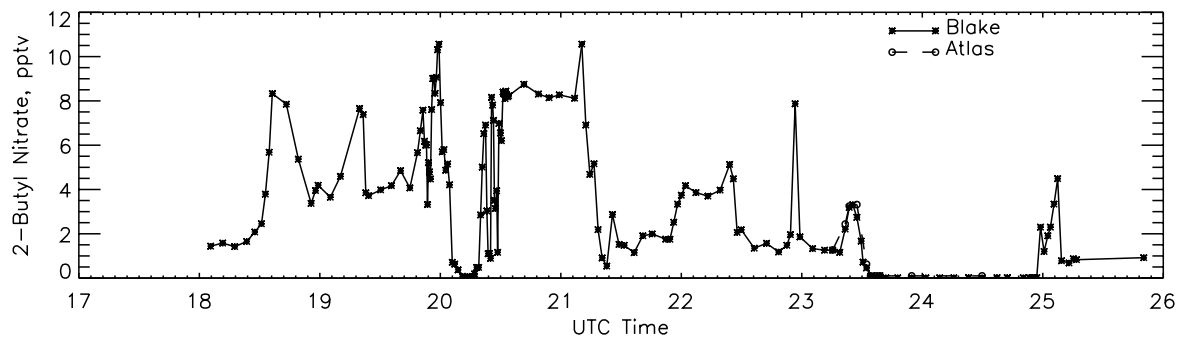
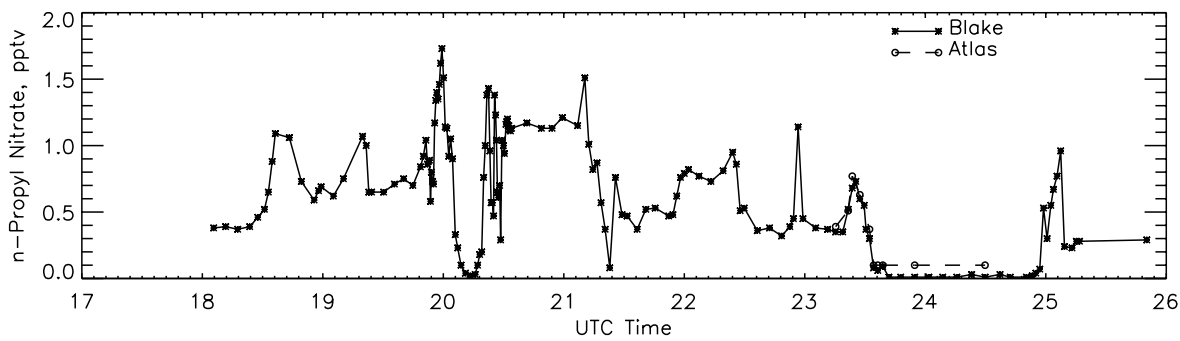
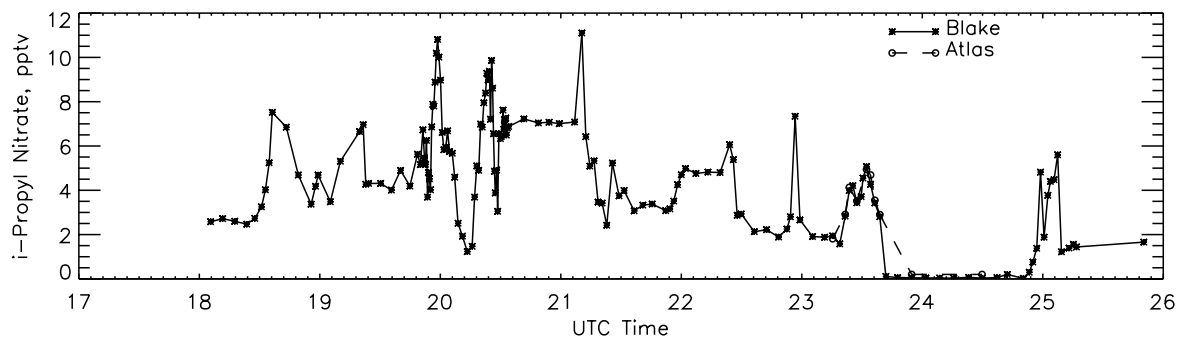
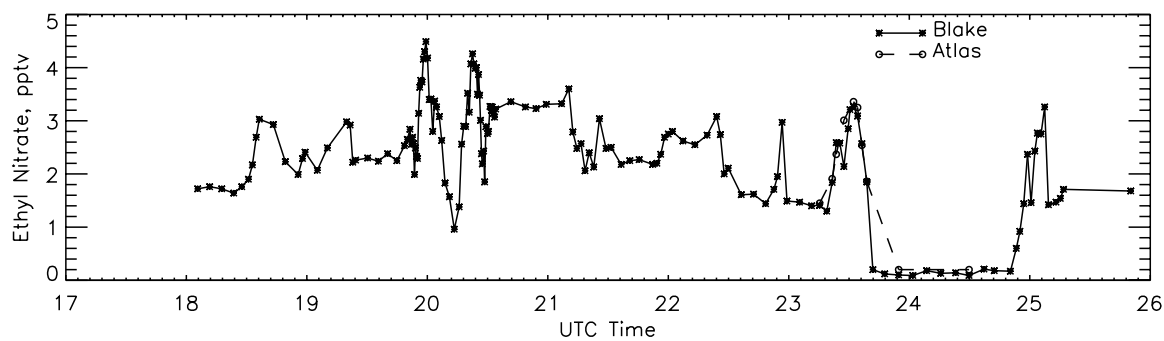
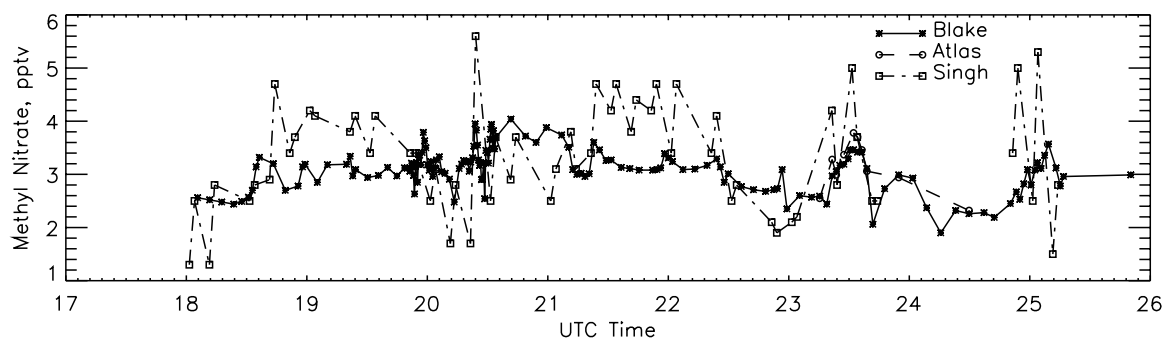
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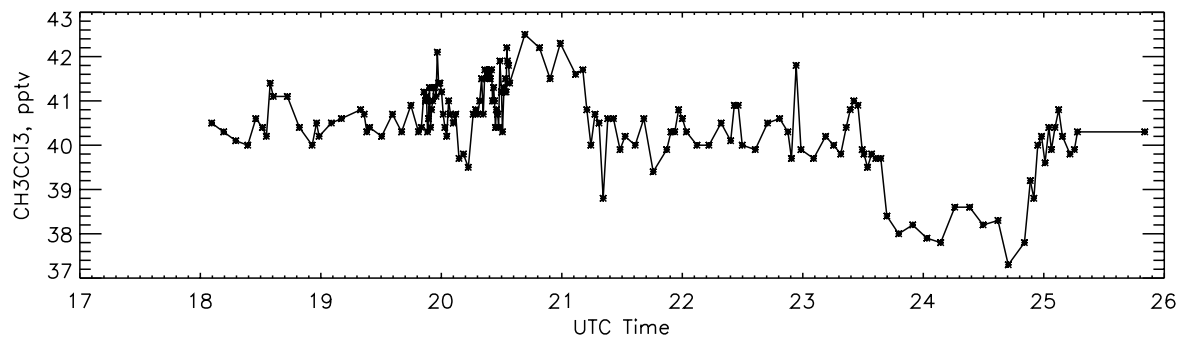
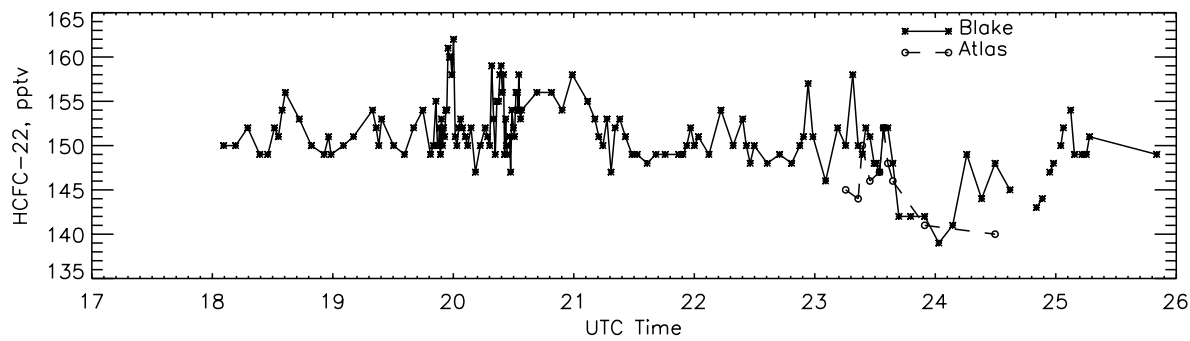
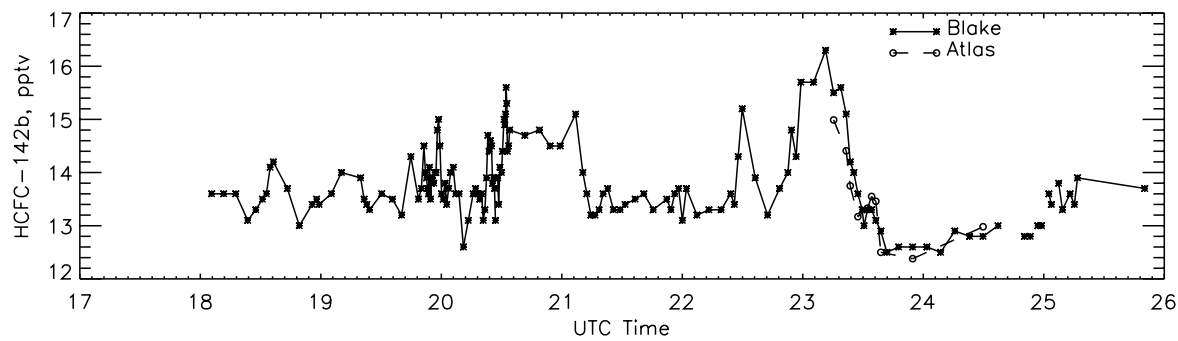
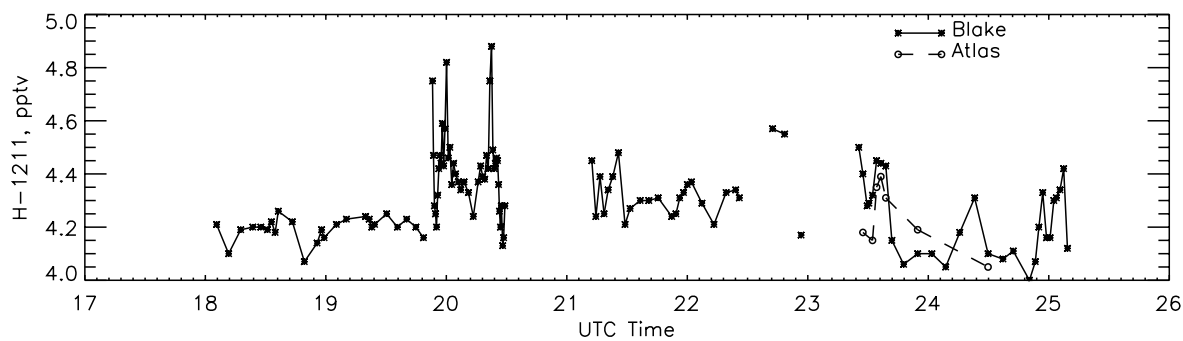
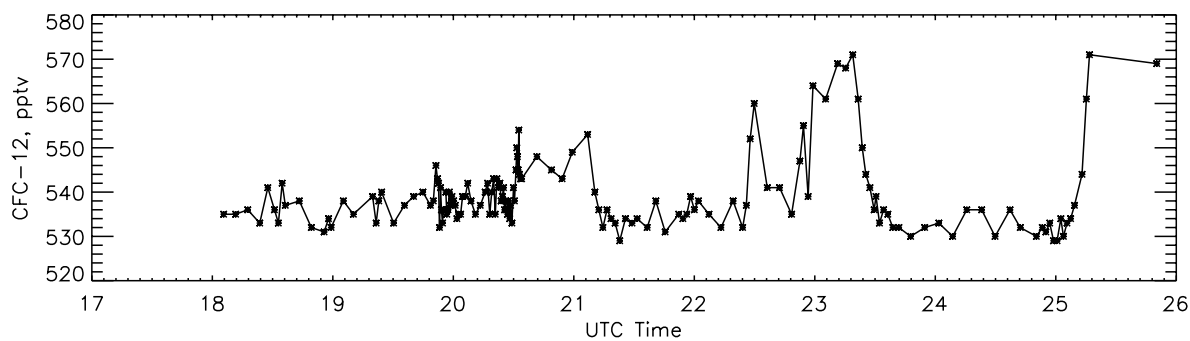
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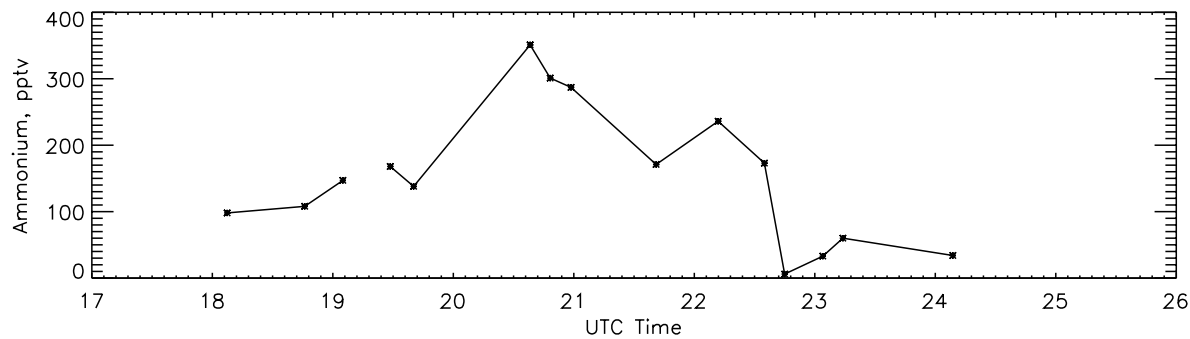
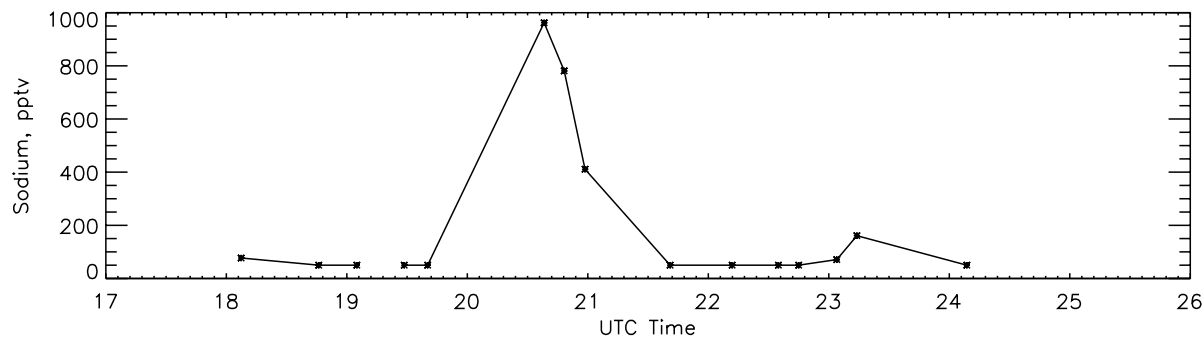
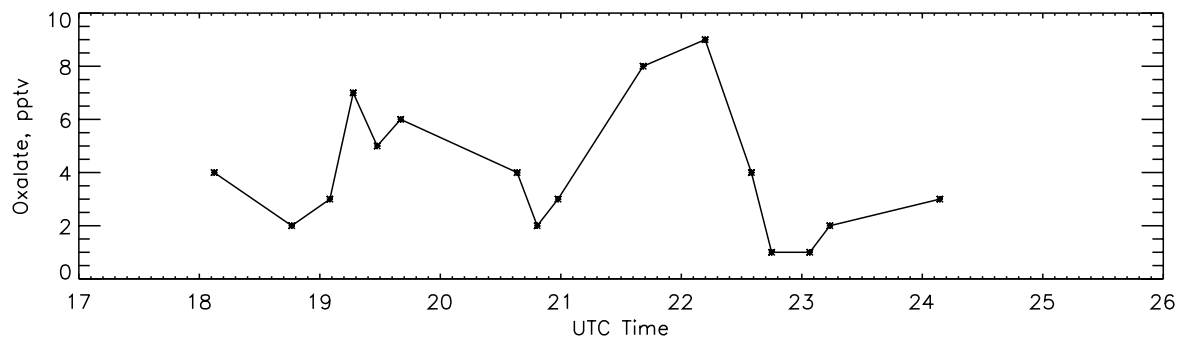
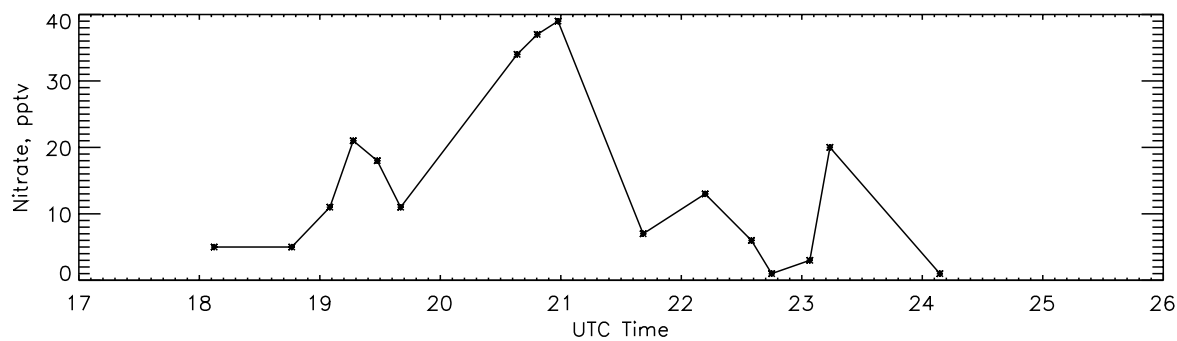
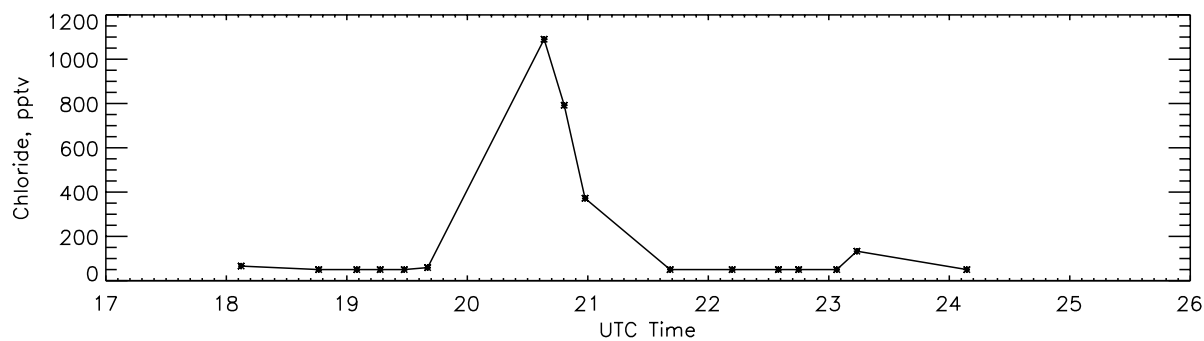
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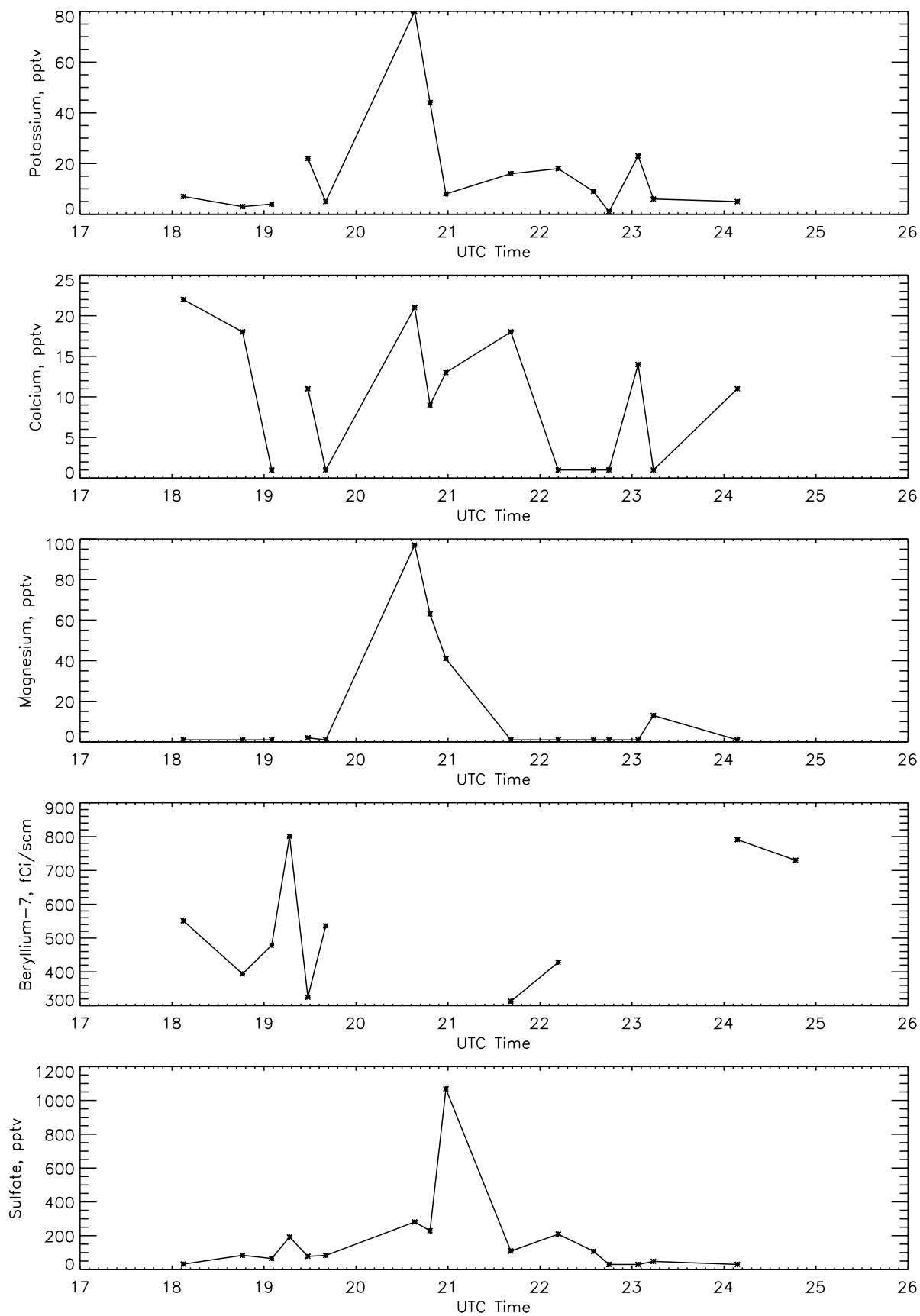
FINAL DATA: TRACE-P DC-8 Flight 04



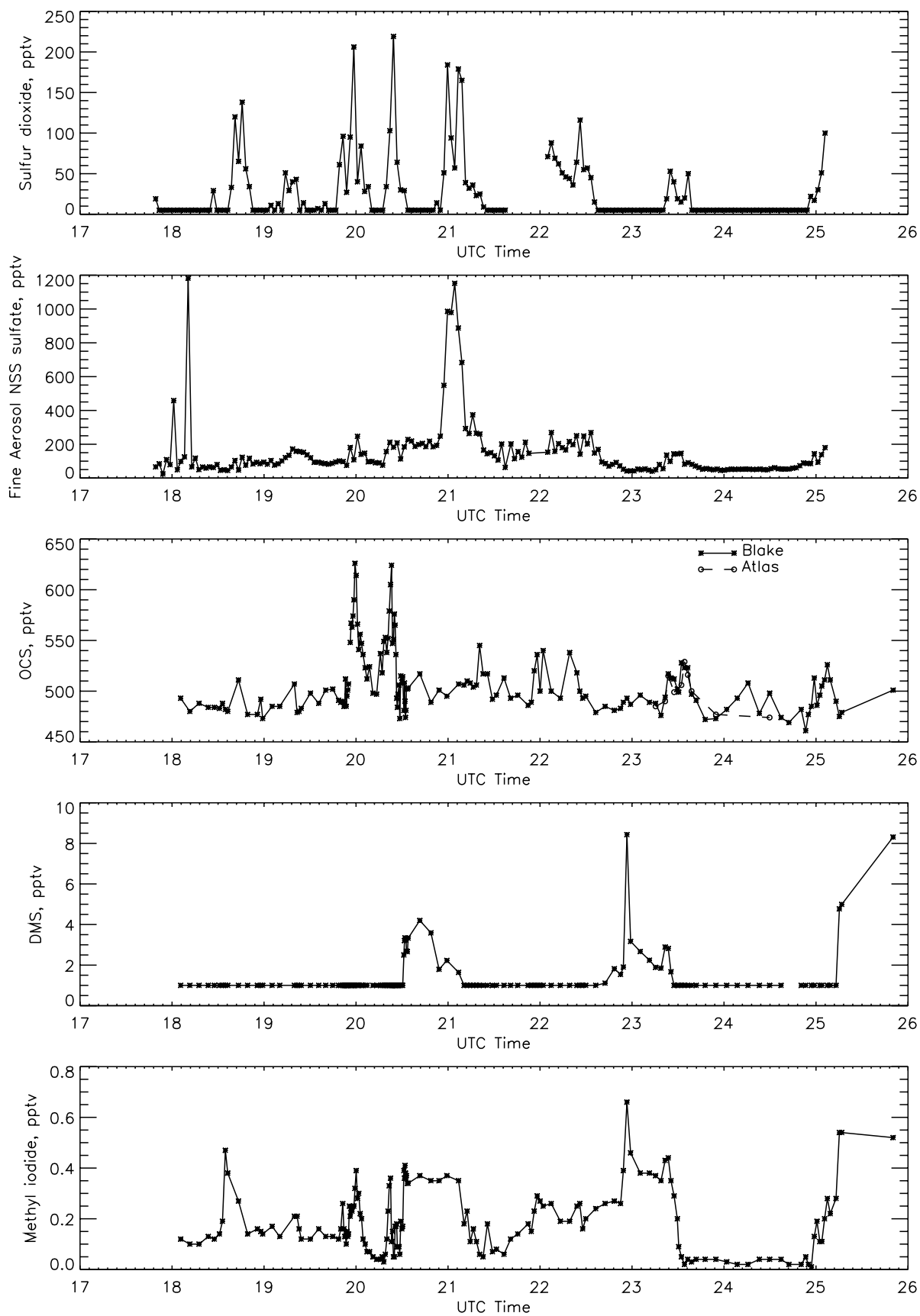
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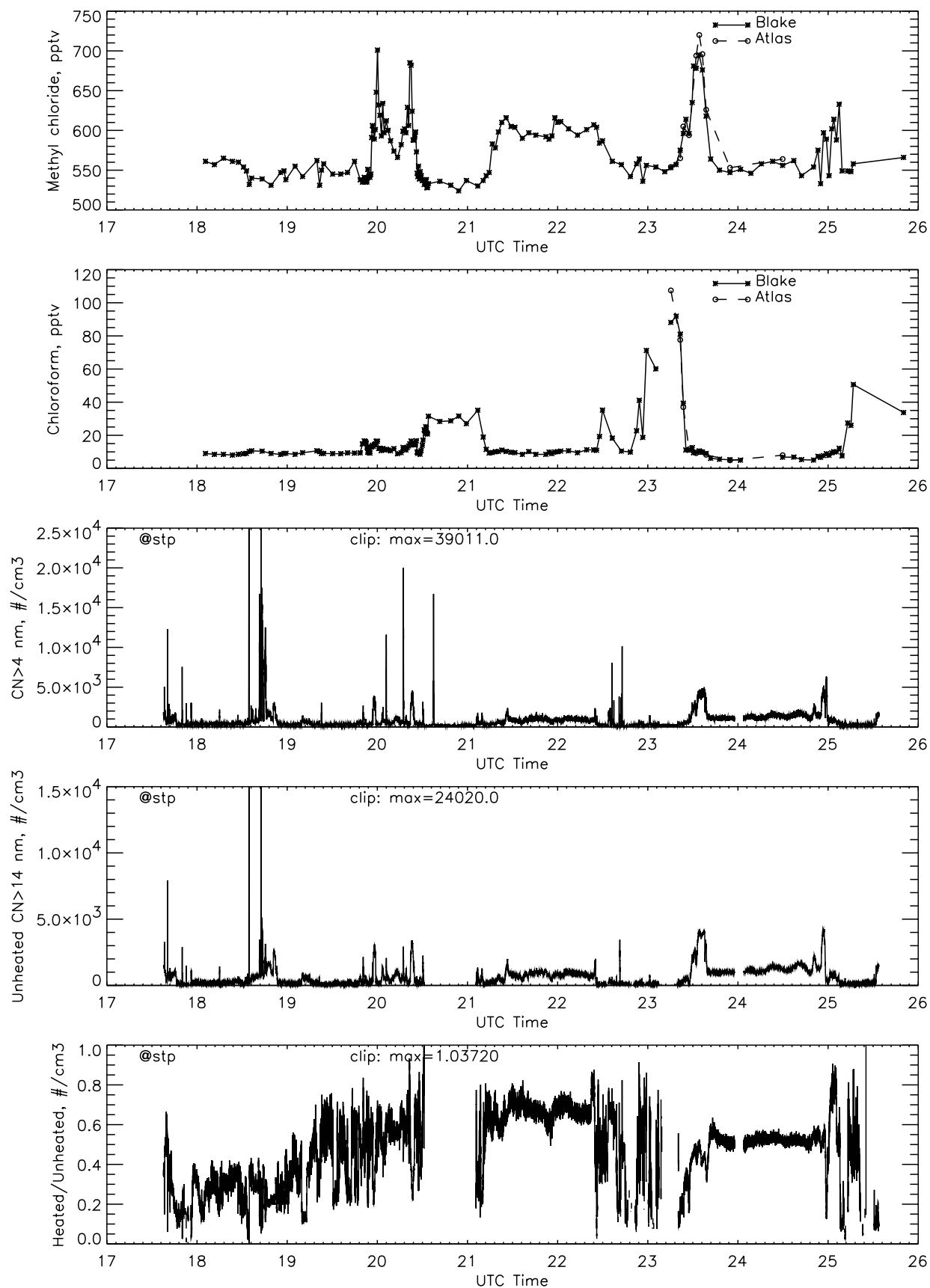
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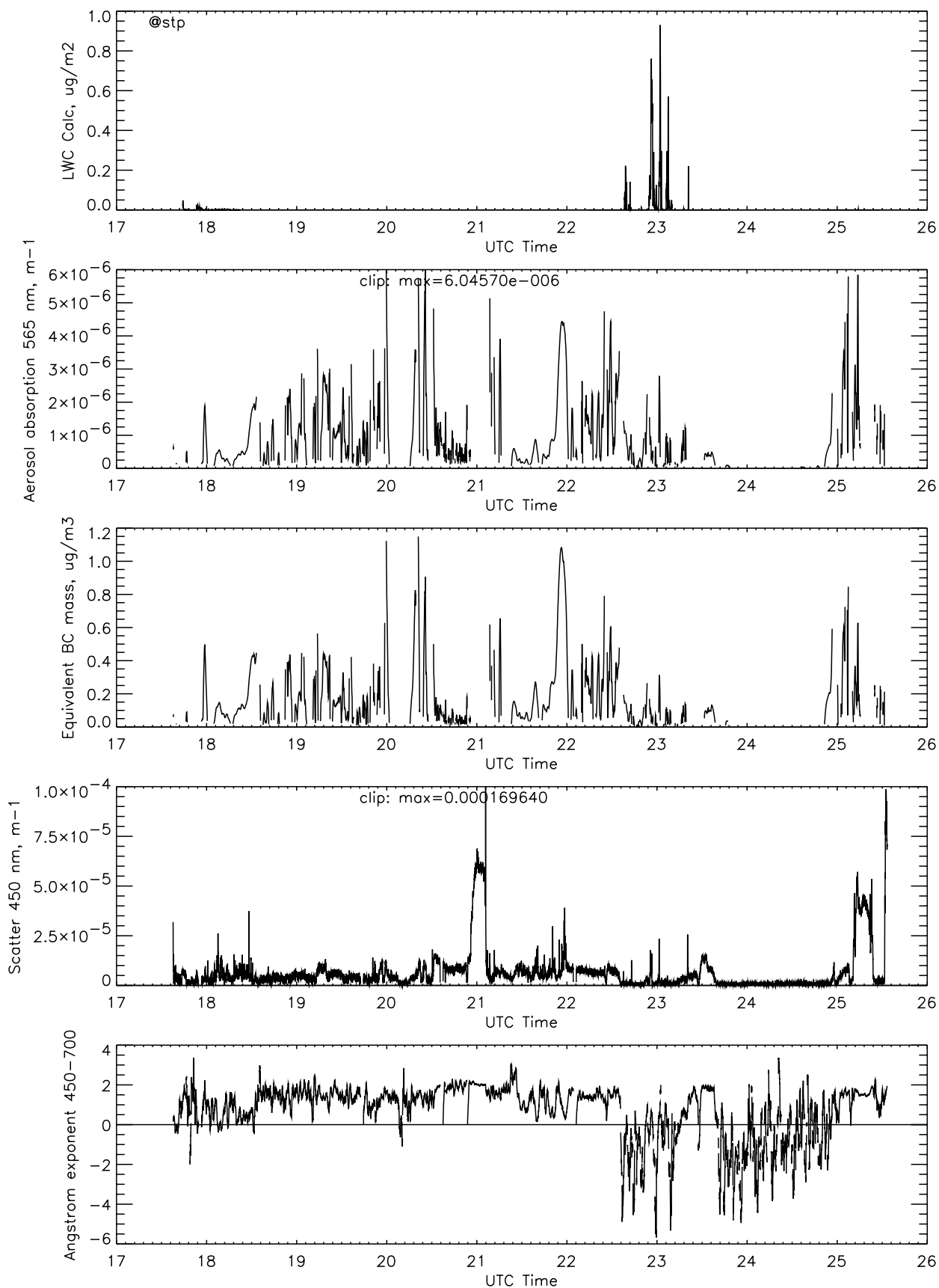
FINAL DATA: TRACE-P DC-8 Flight 04



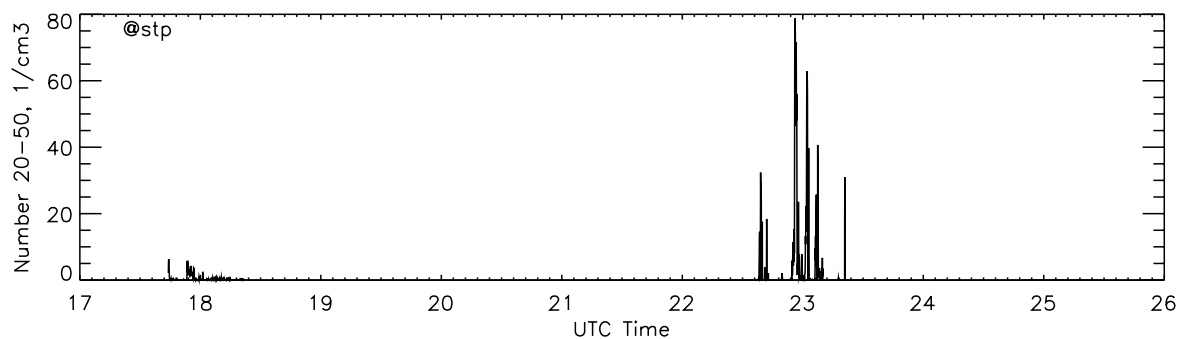
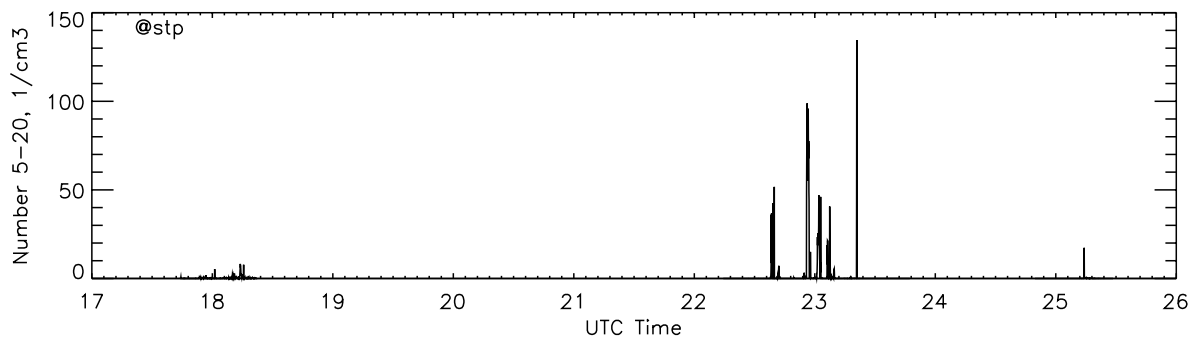
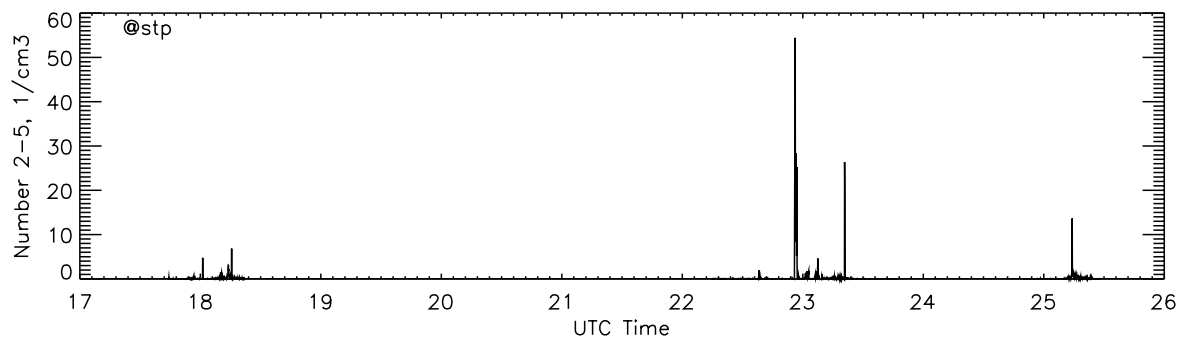
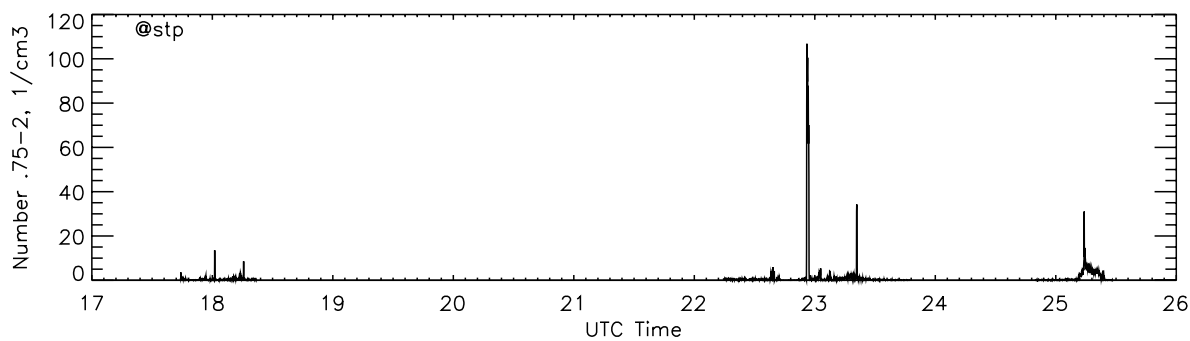
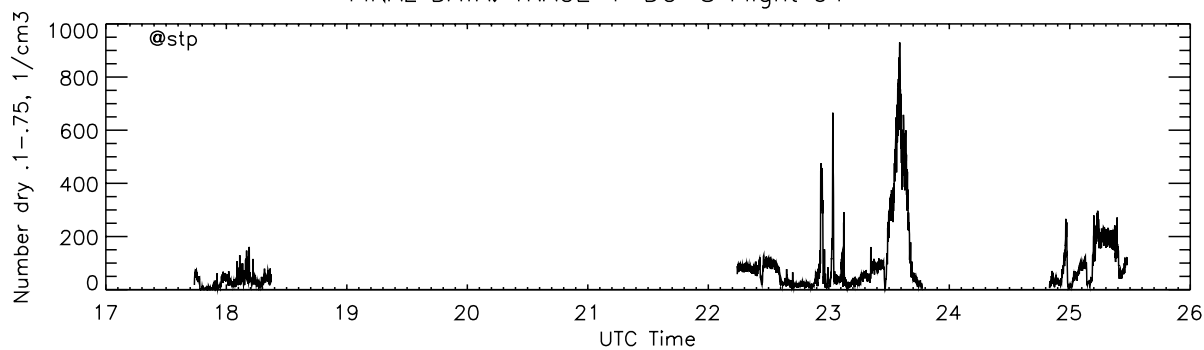
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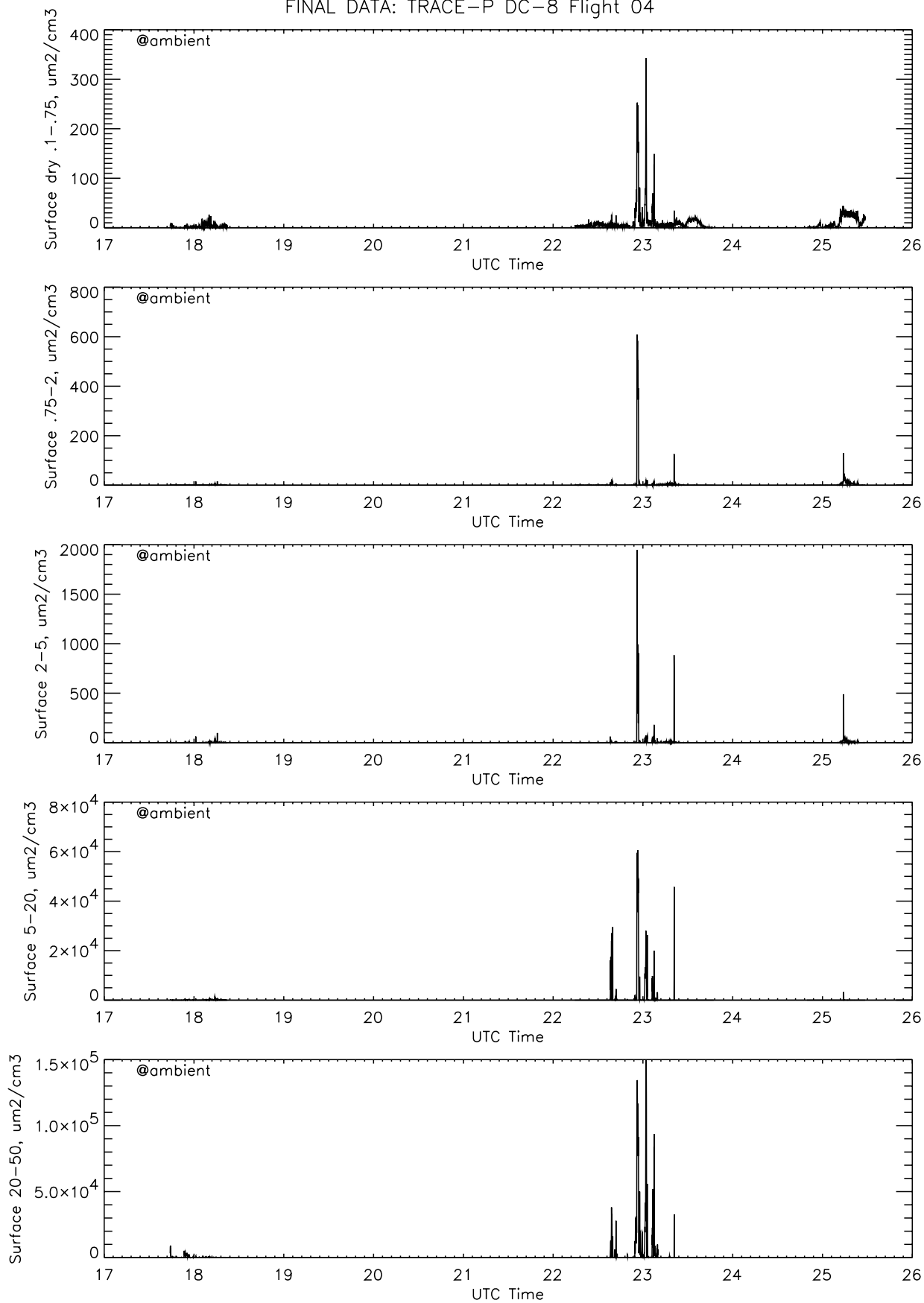
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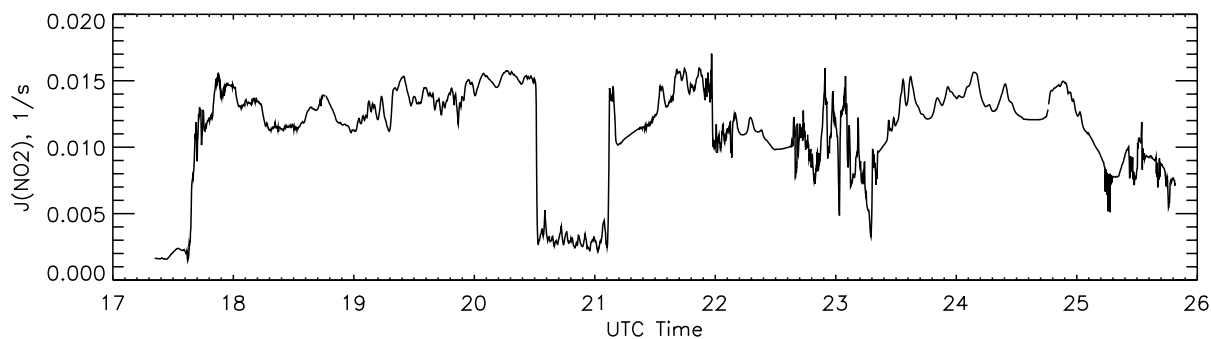
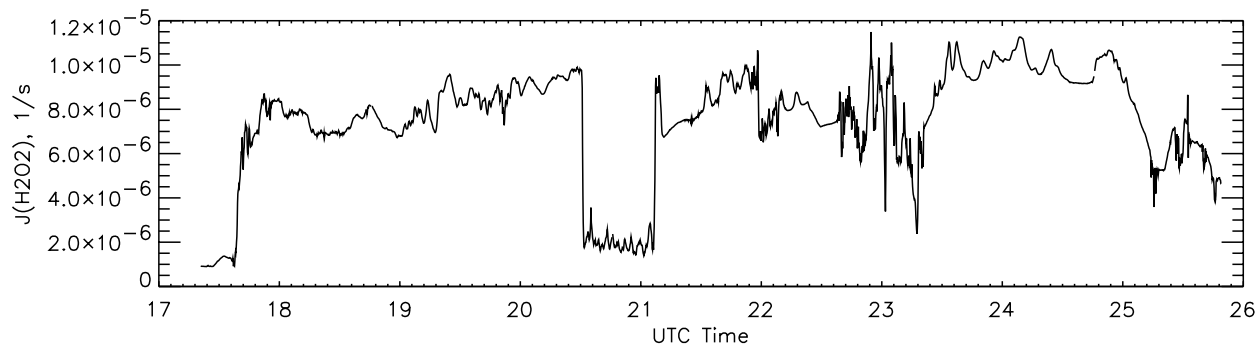
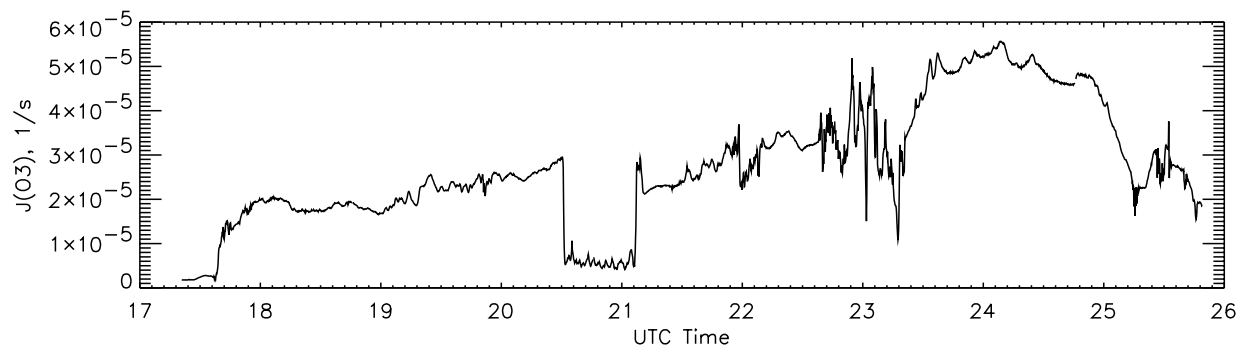
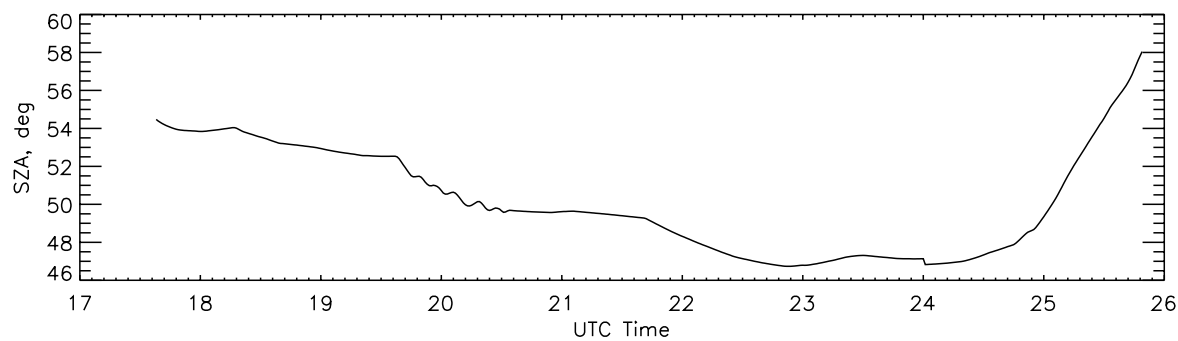
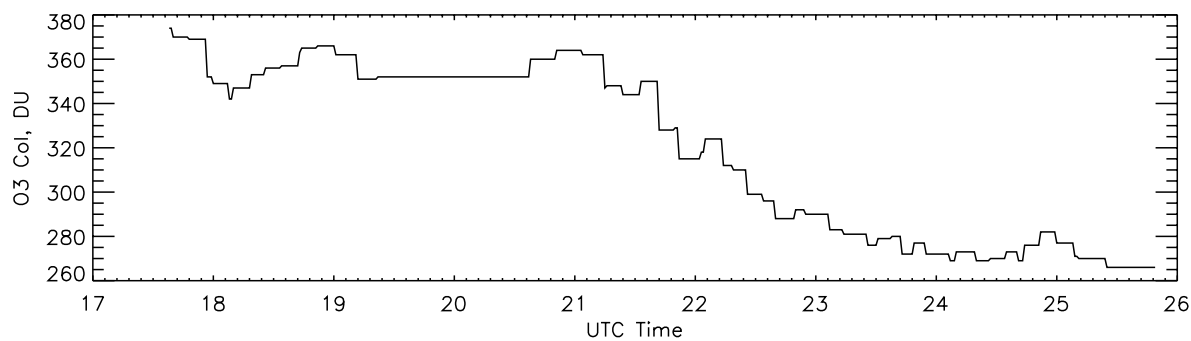
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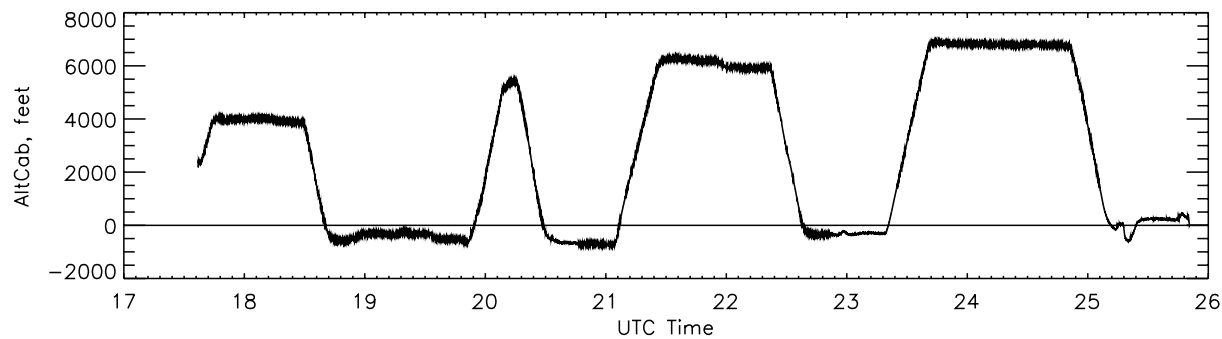
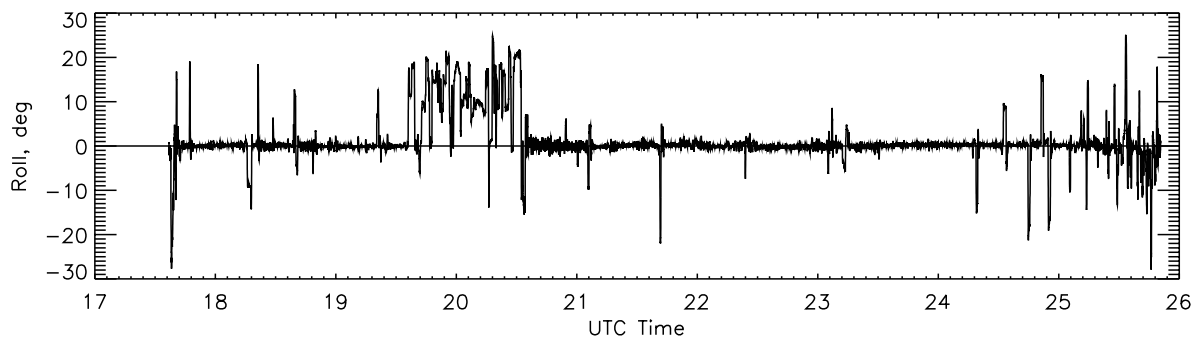
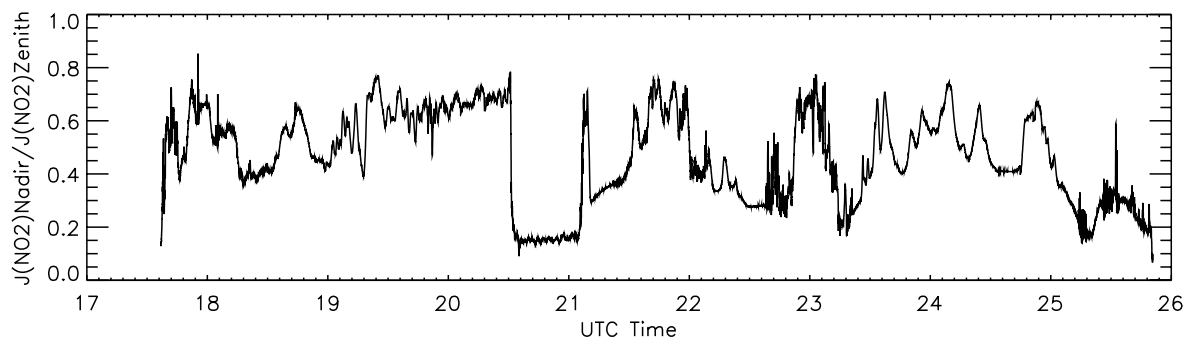
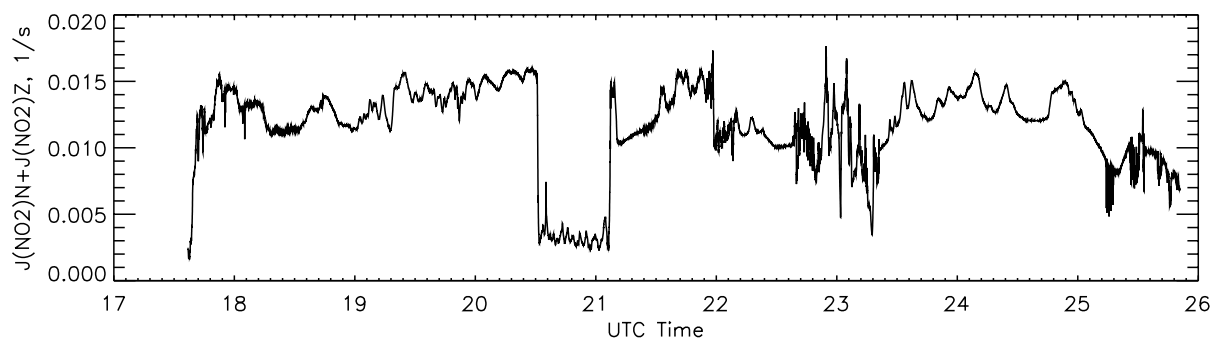
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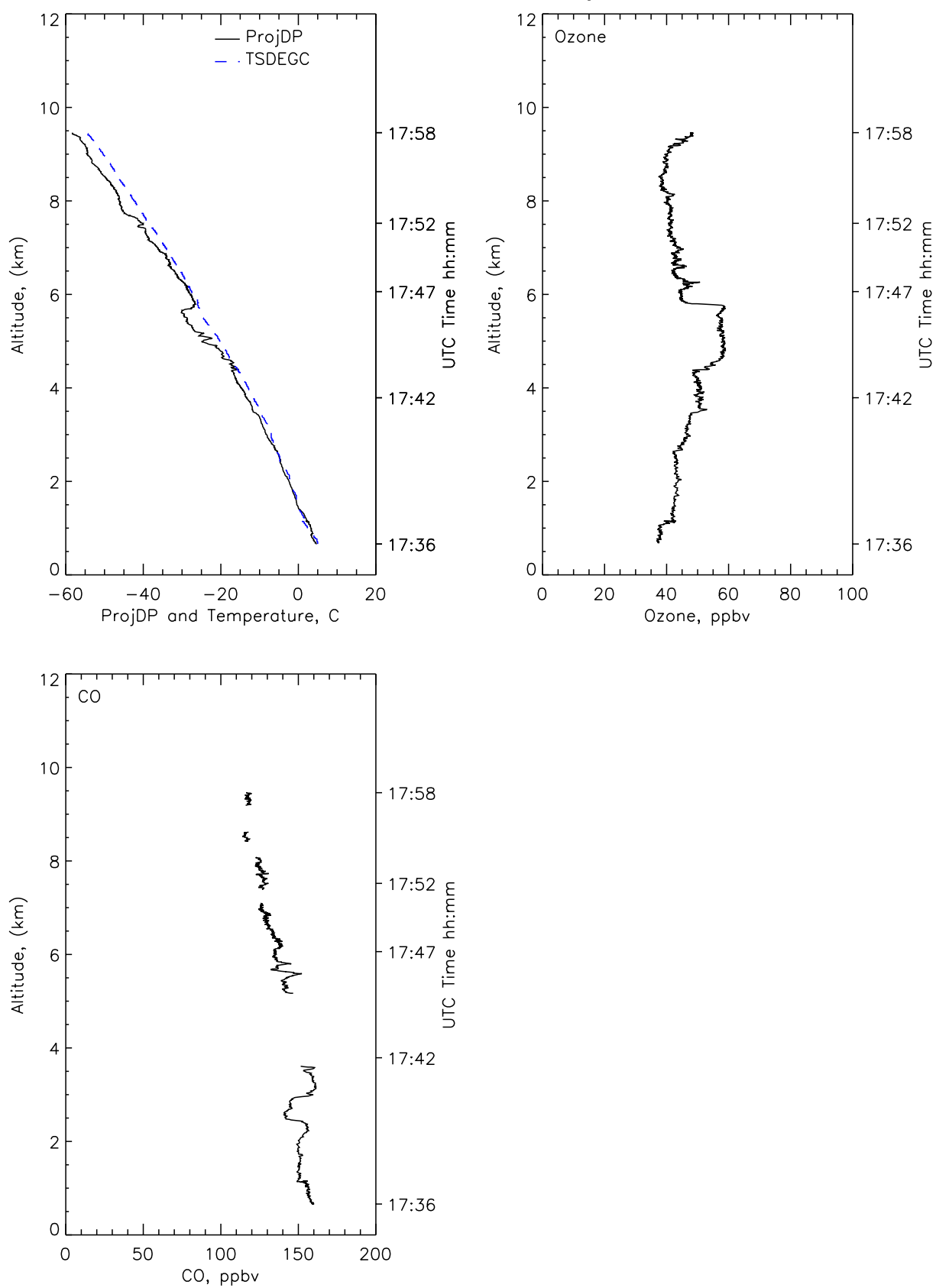
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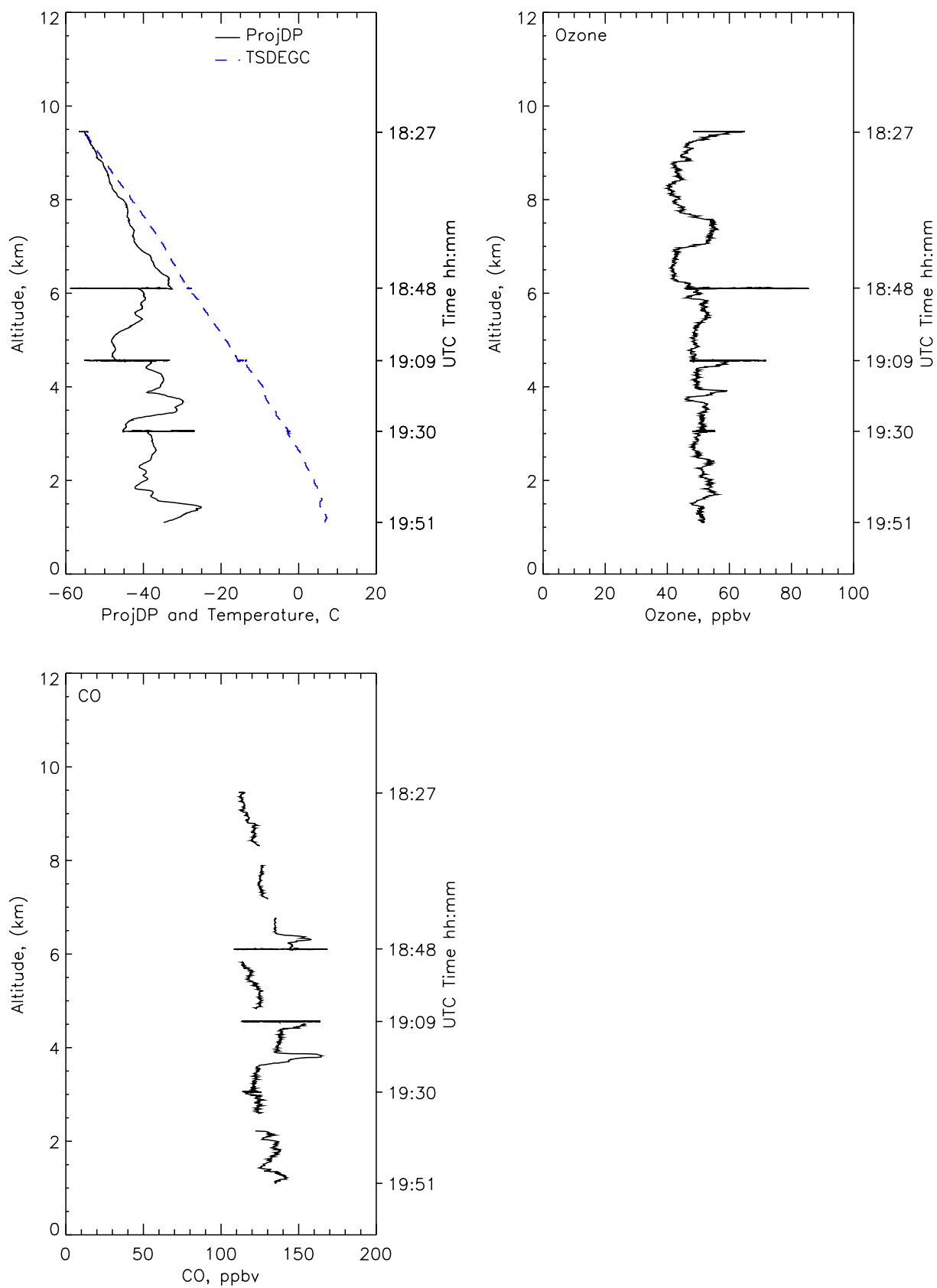
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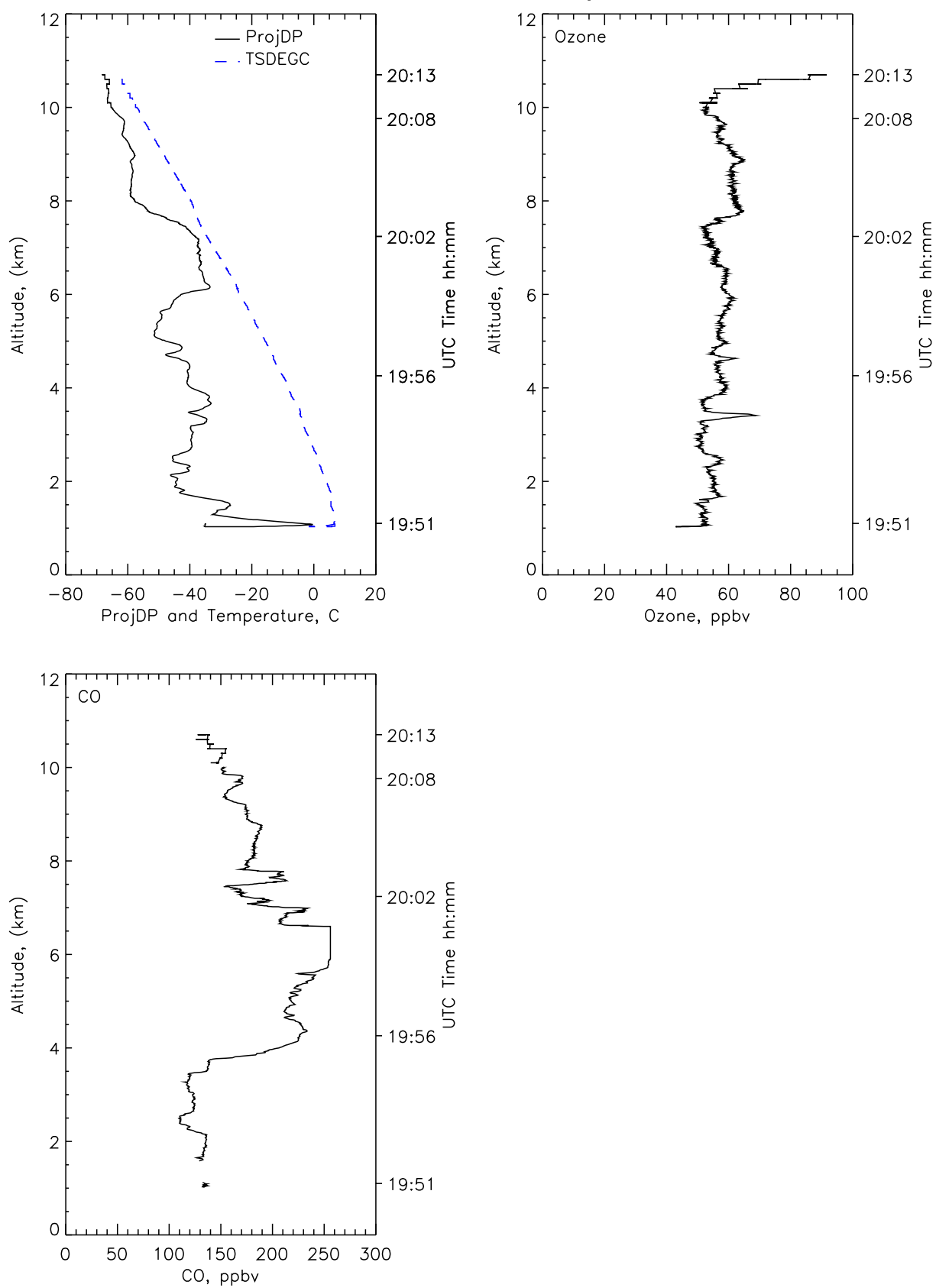
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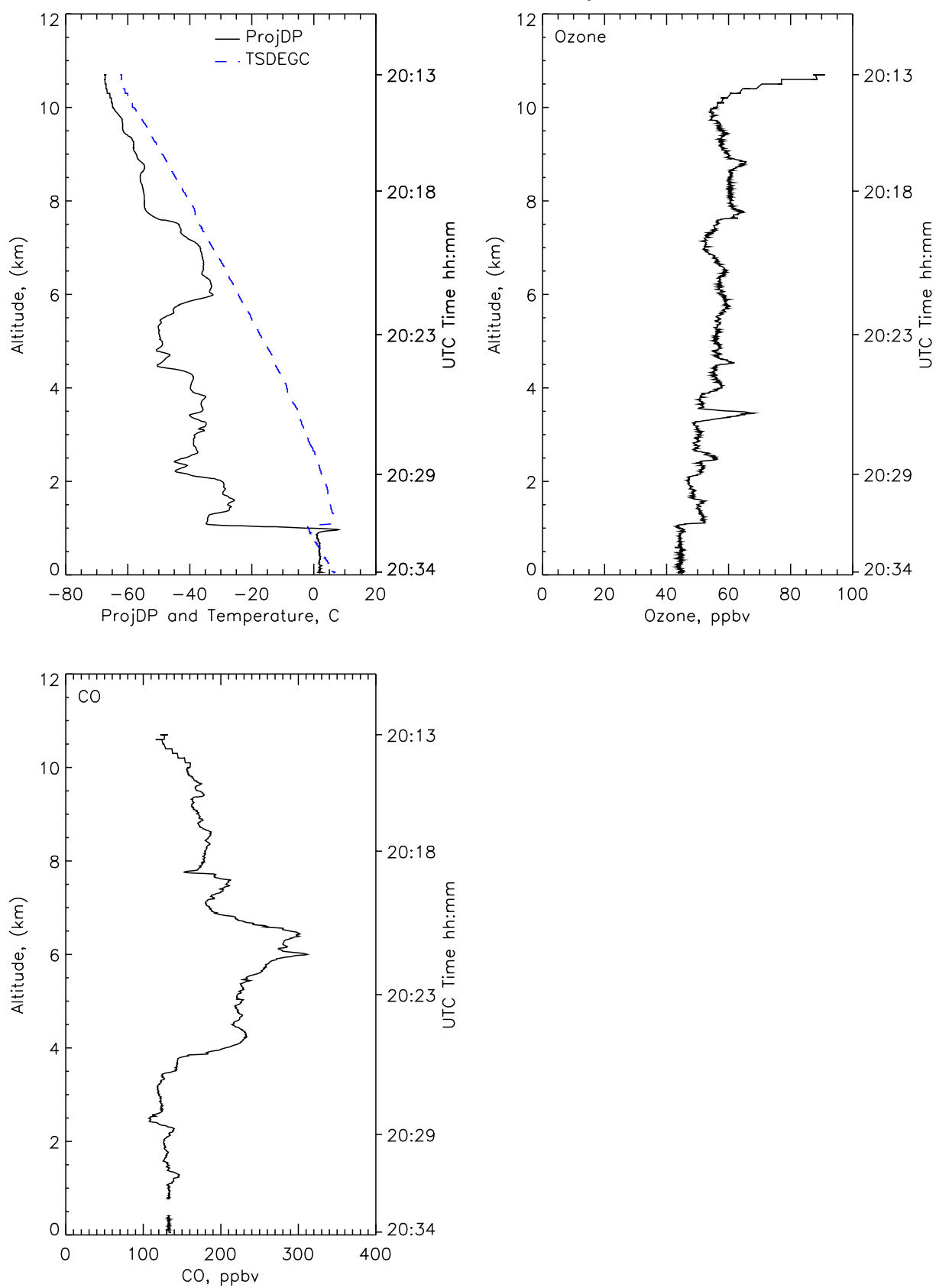
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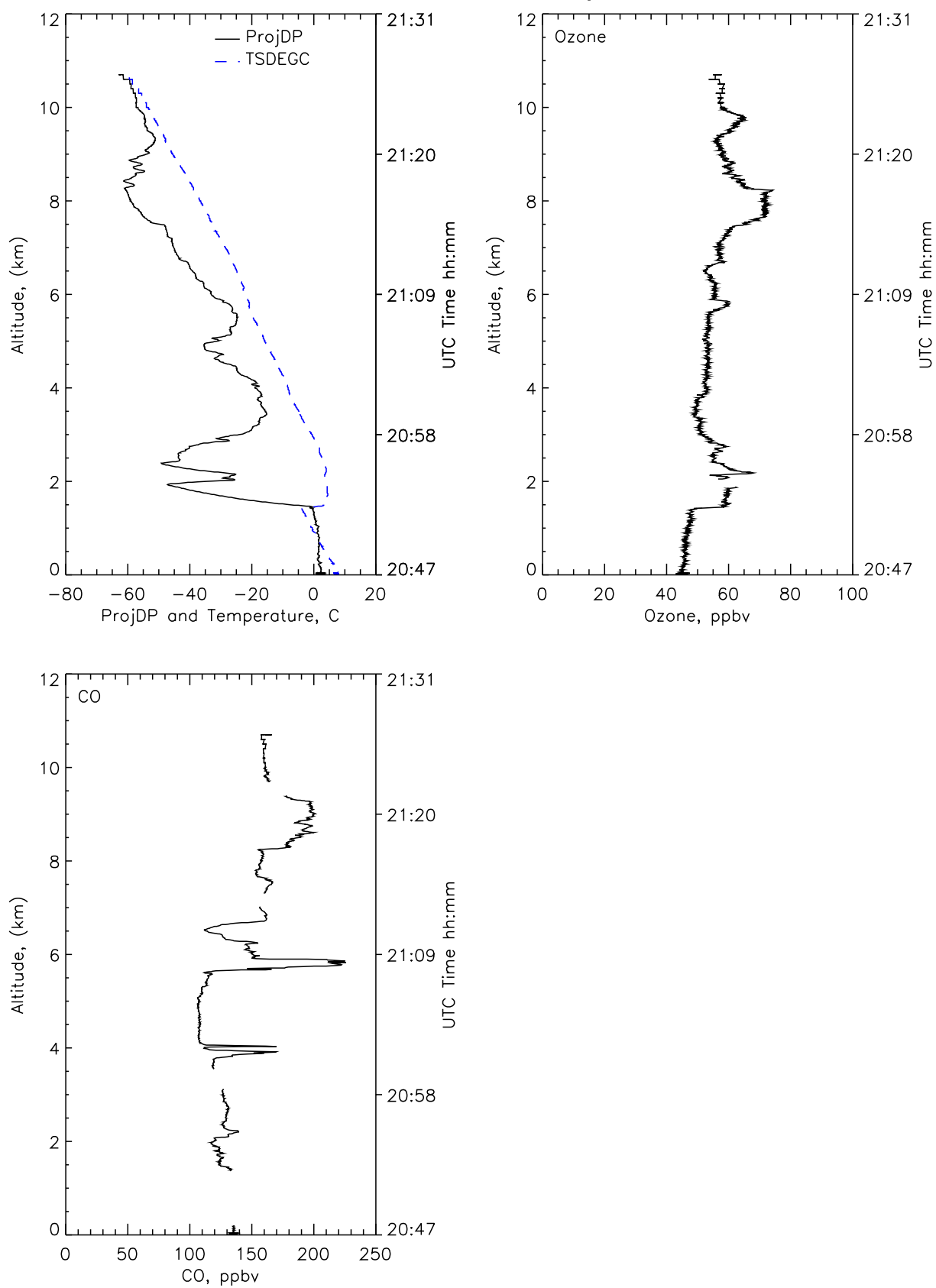
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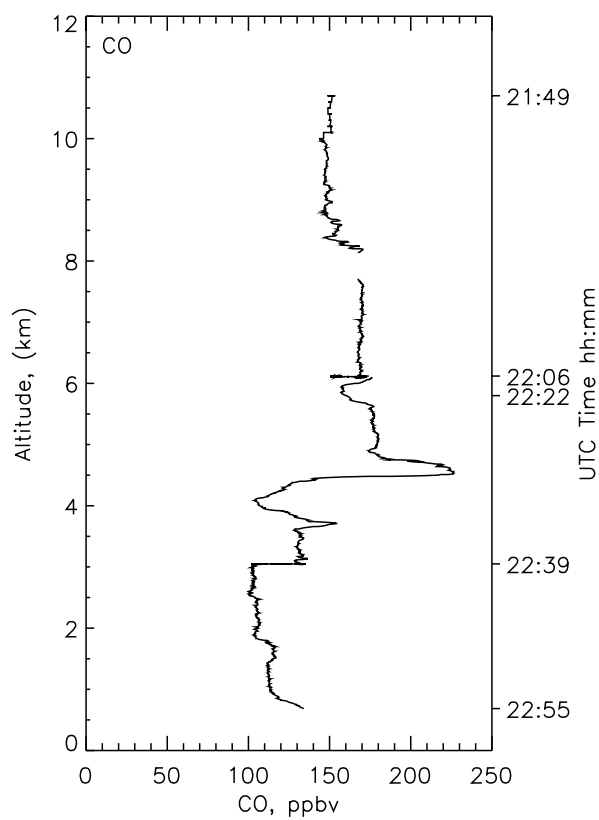
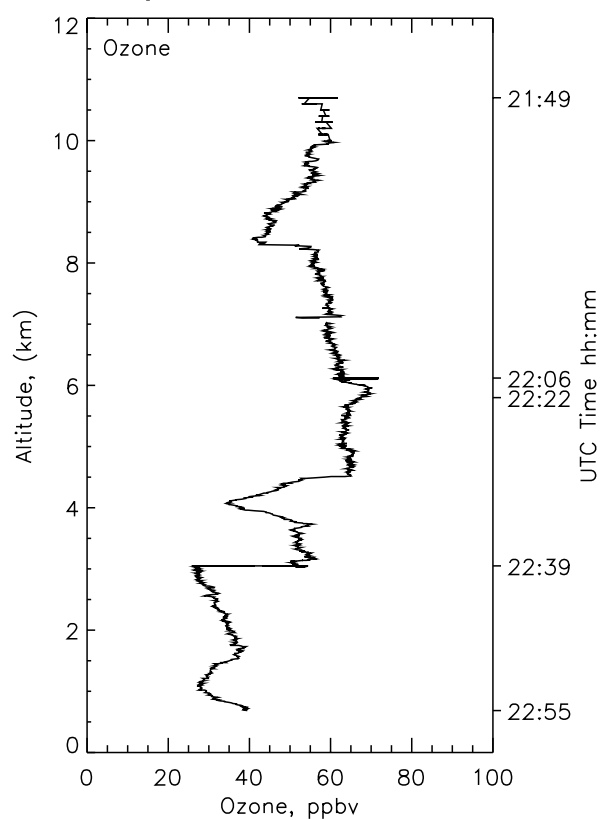
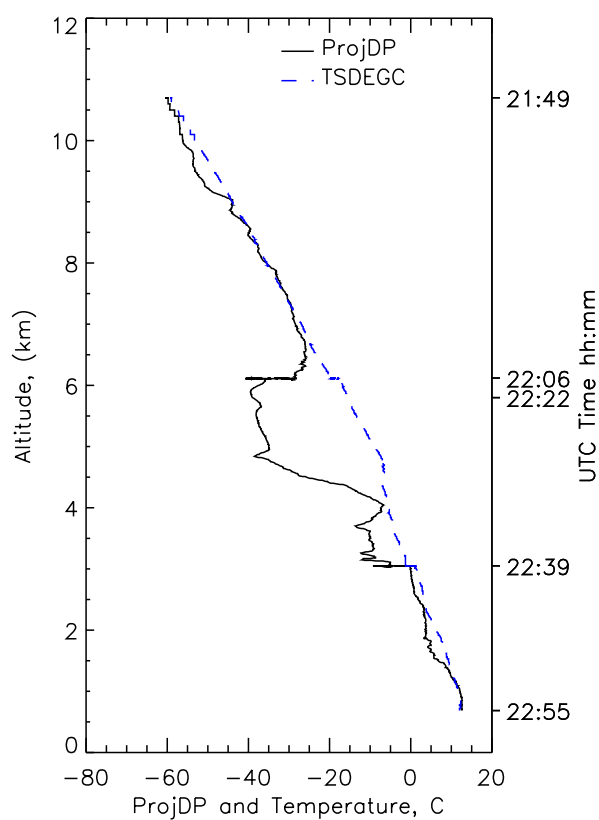
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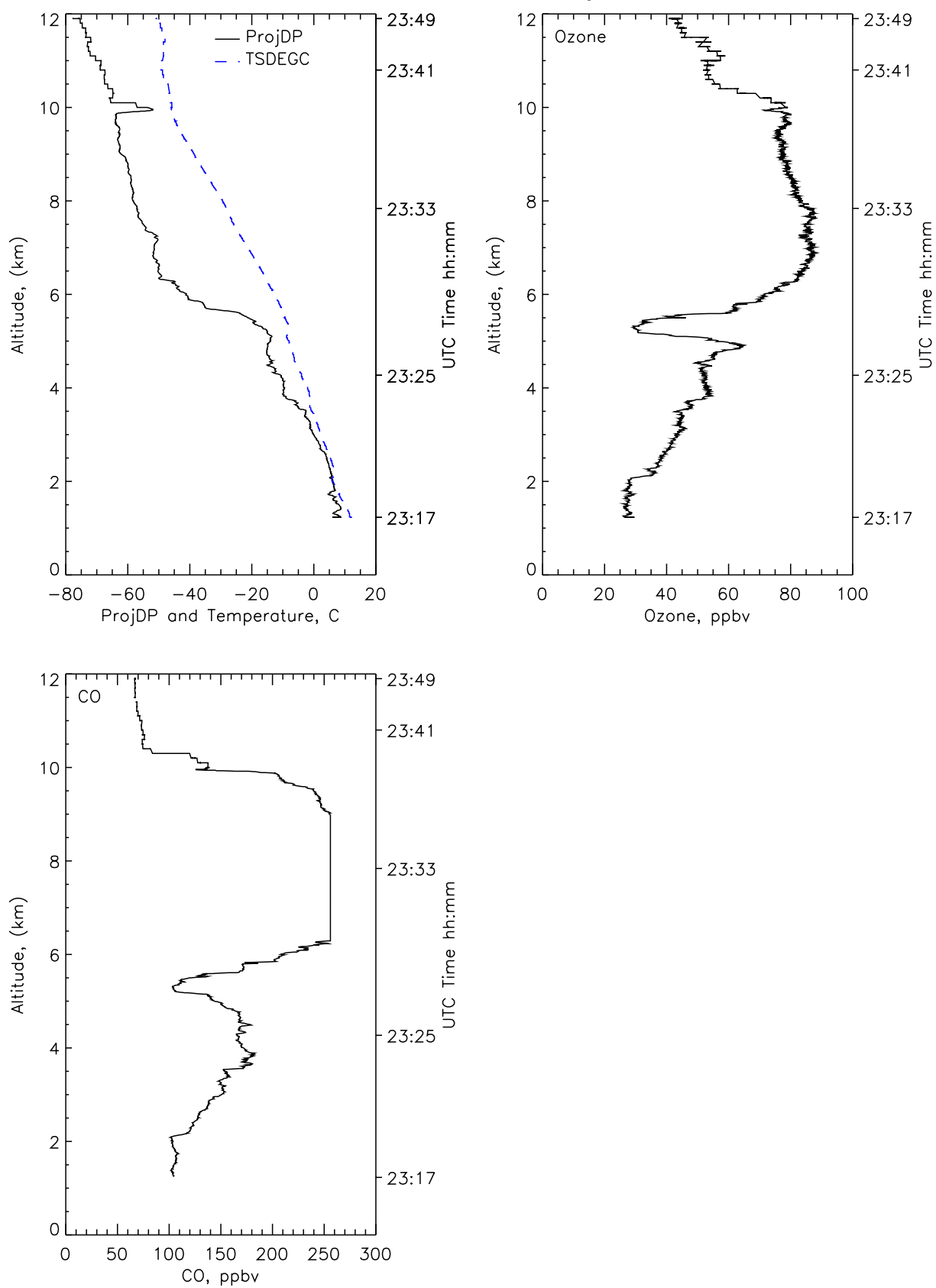
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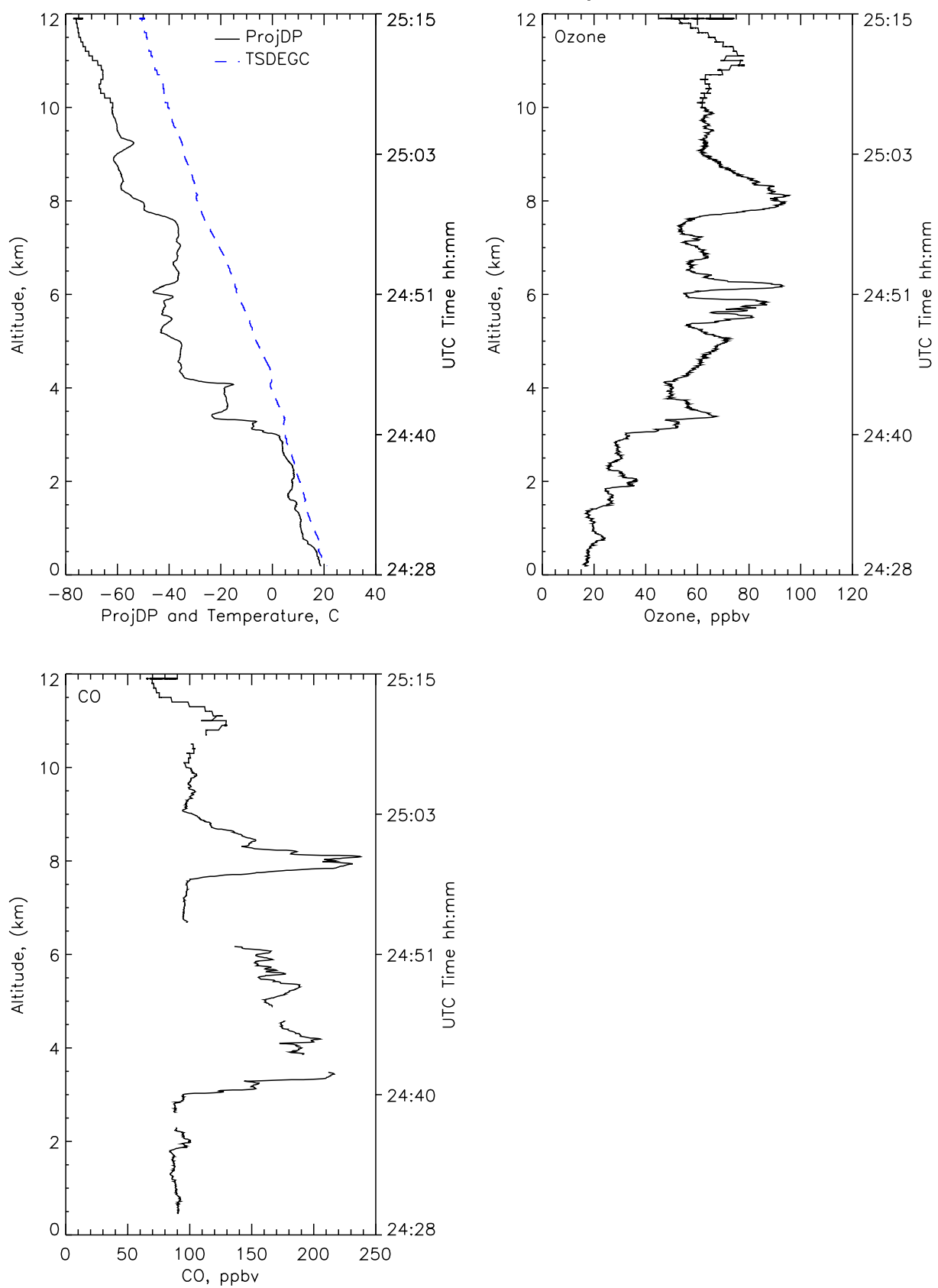
Profile # 6 TRACE-P DC-8 Flight 04



Profile # 7 TRACE-P DC-8 Flight 04



Profile # 8 TRACE-P DC-8 Flight 04



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

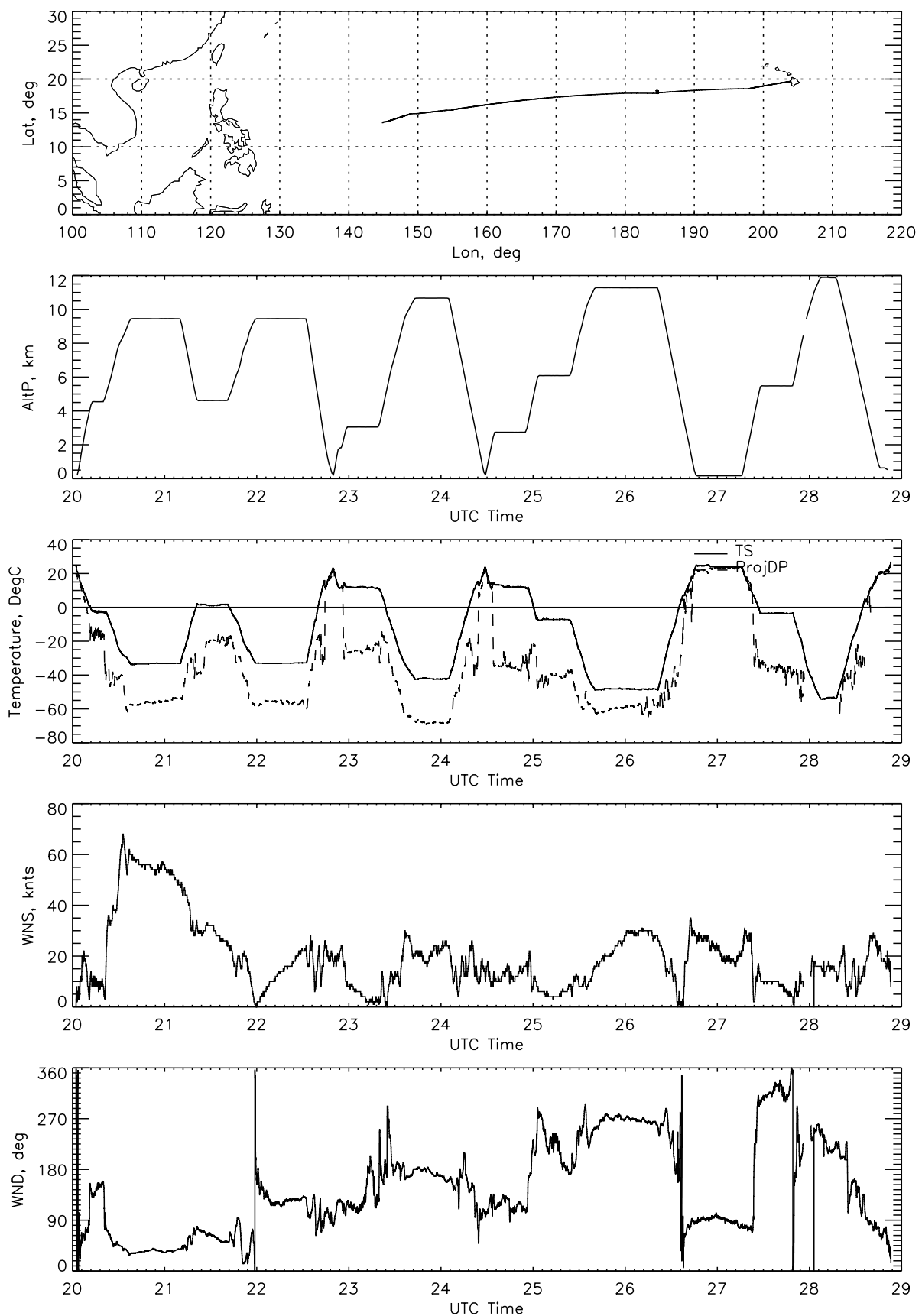
Flight 5D

Transit: Kona, HI to Guam

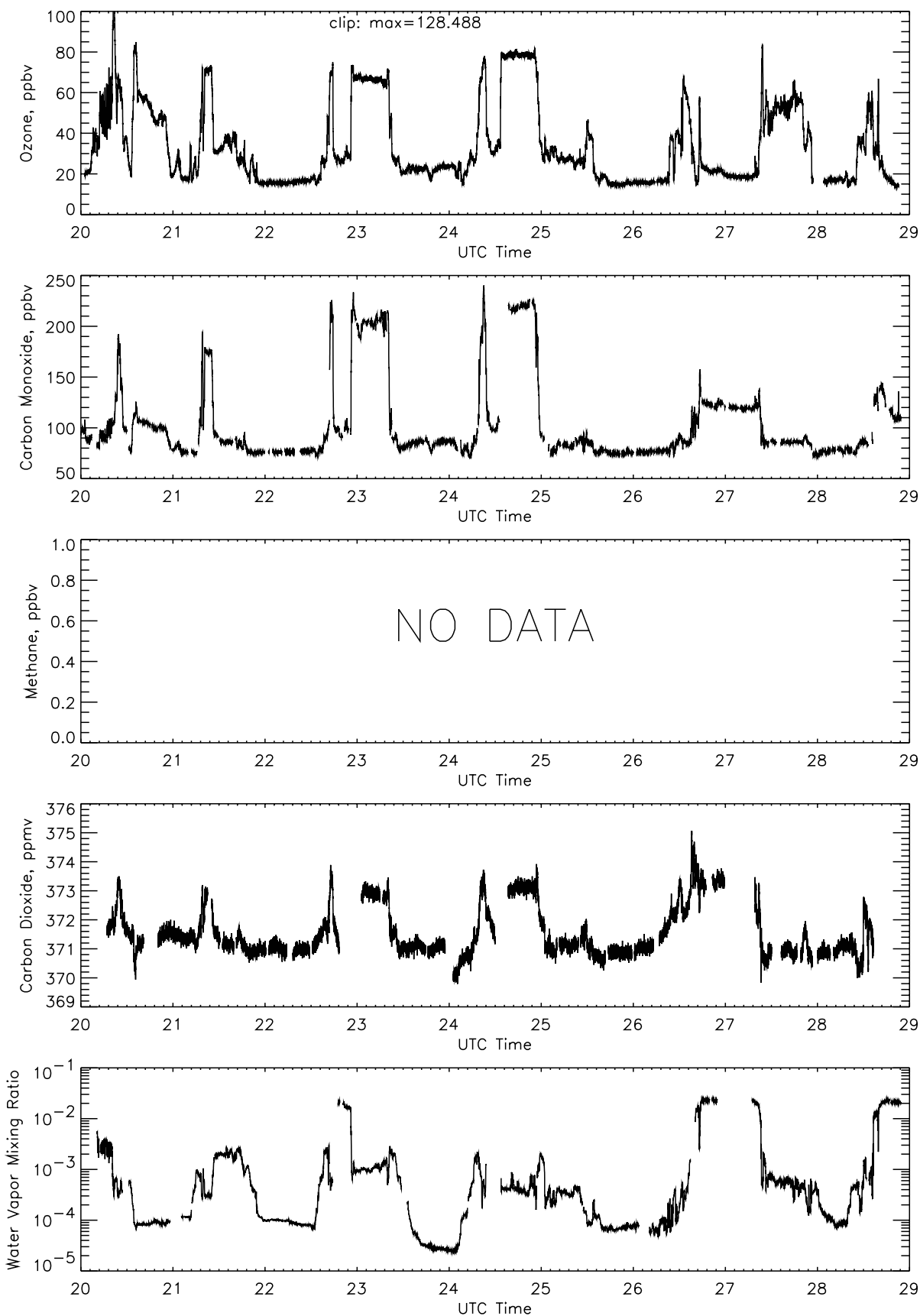
Asian Pollution Subsidence and
MOPITT Tropical Validation

February 27, 2001

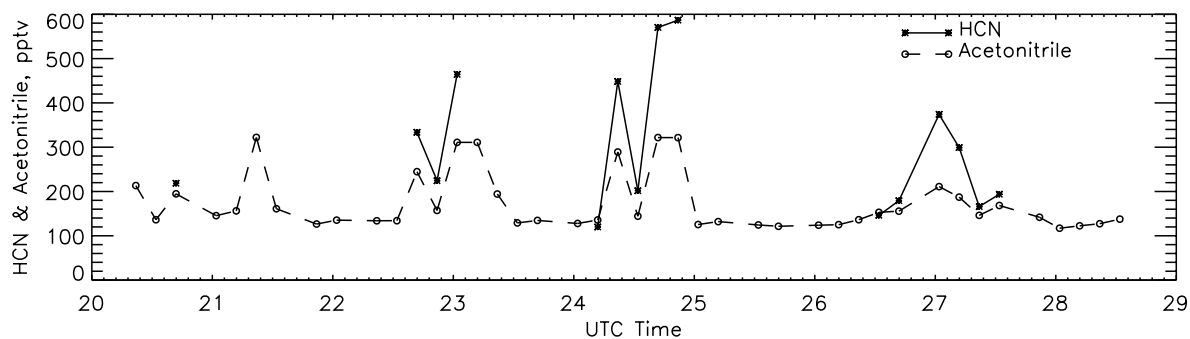
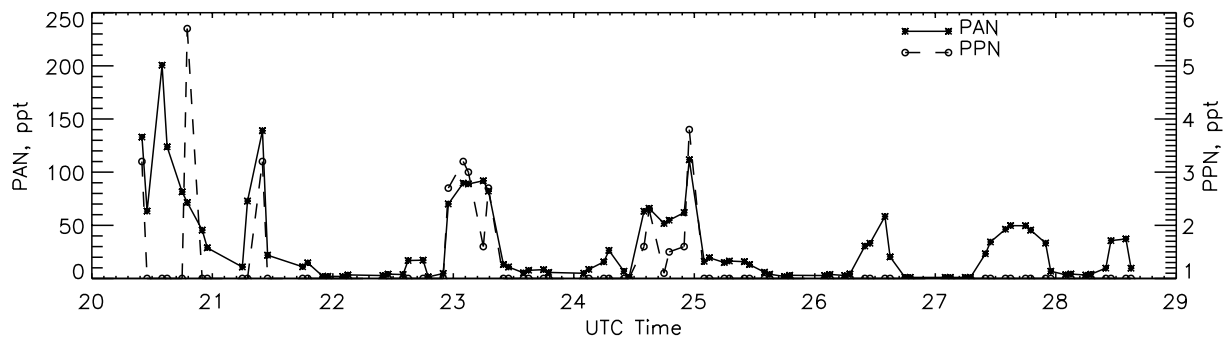
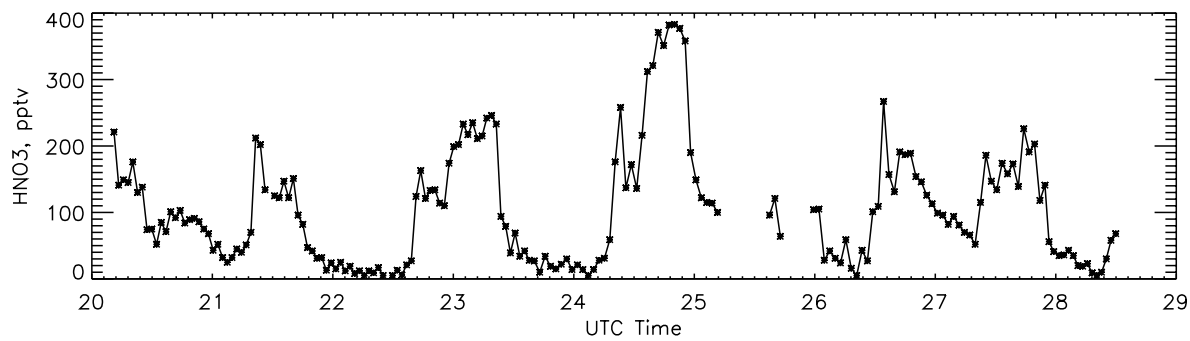
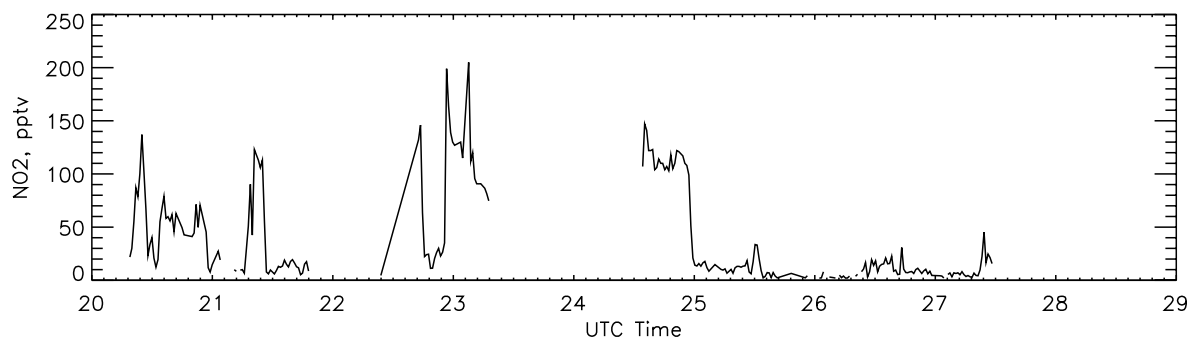
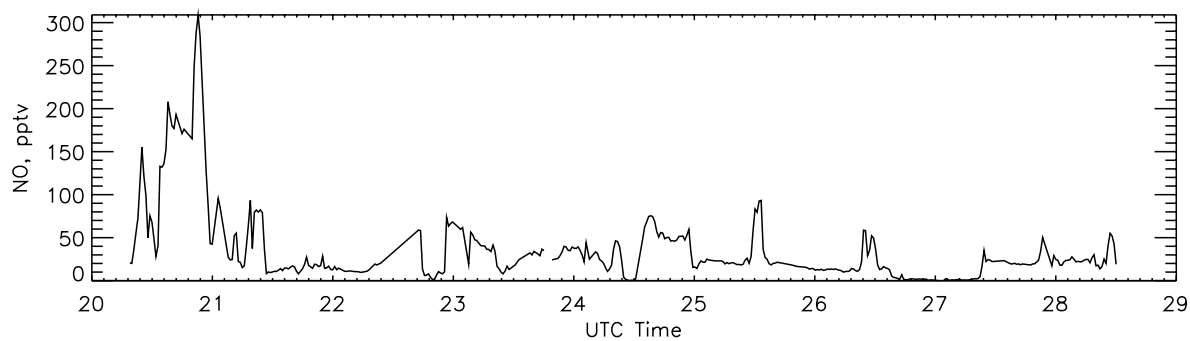
FINAL DATA: TRACE-P DC-8 Flight 05



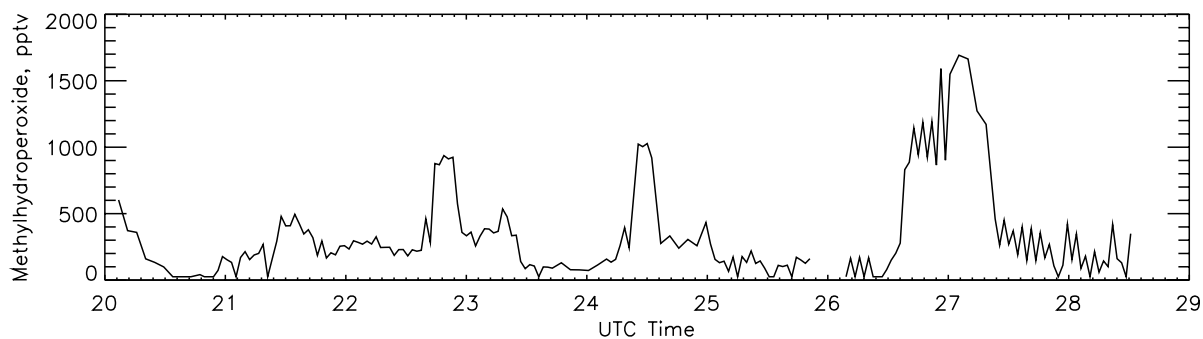
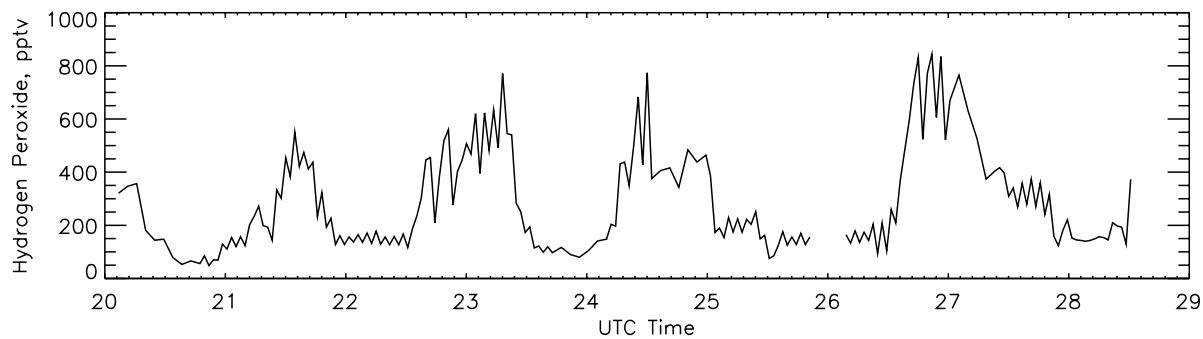
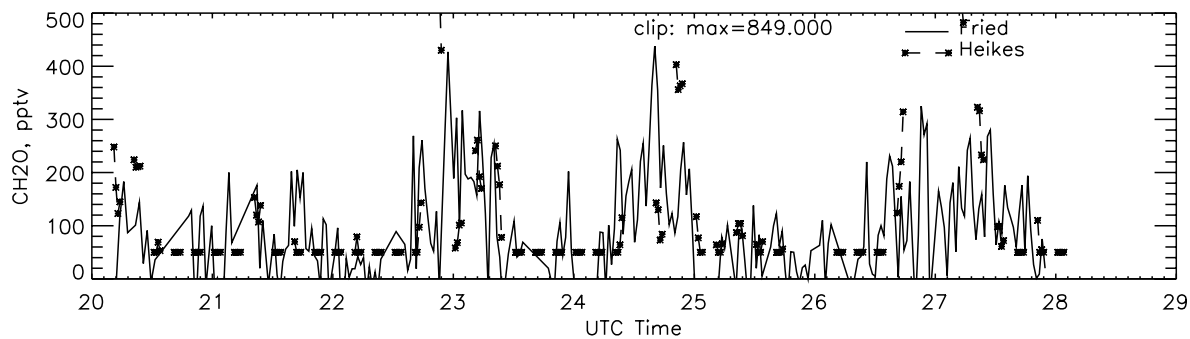
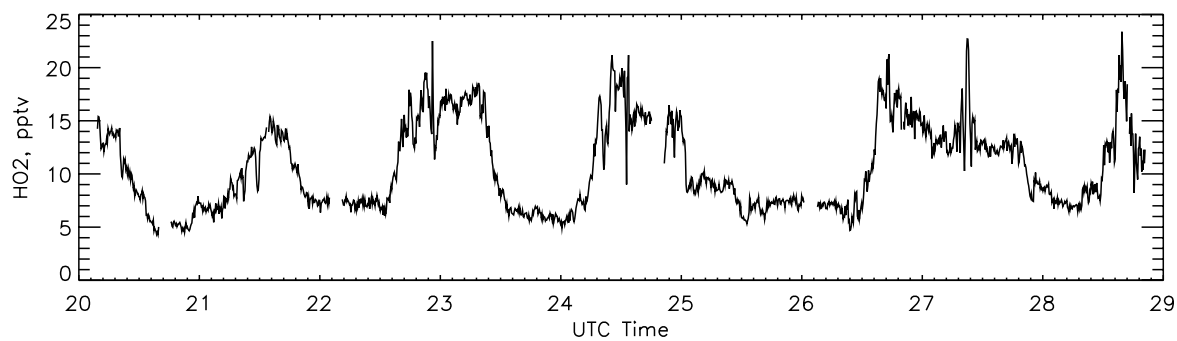
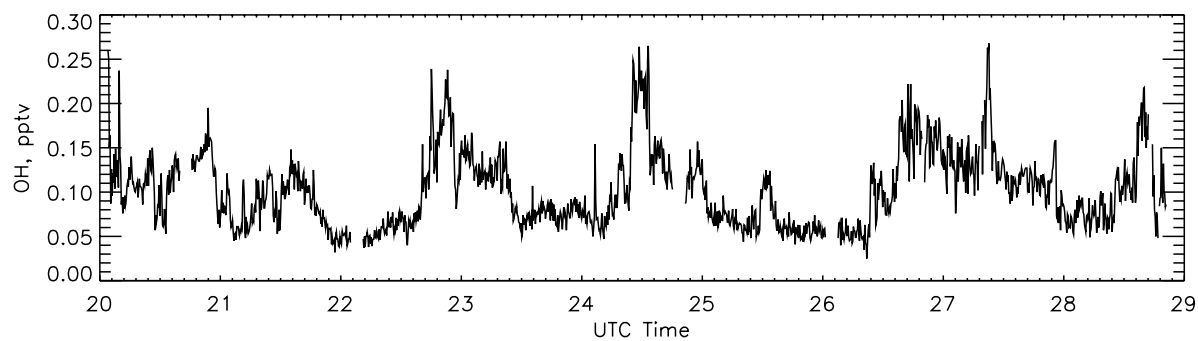
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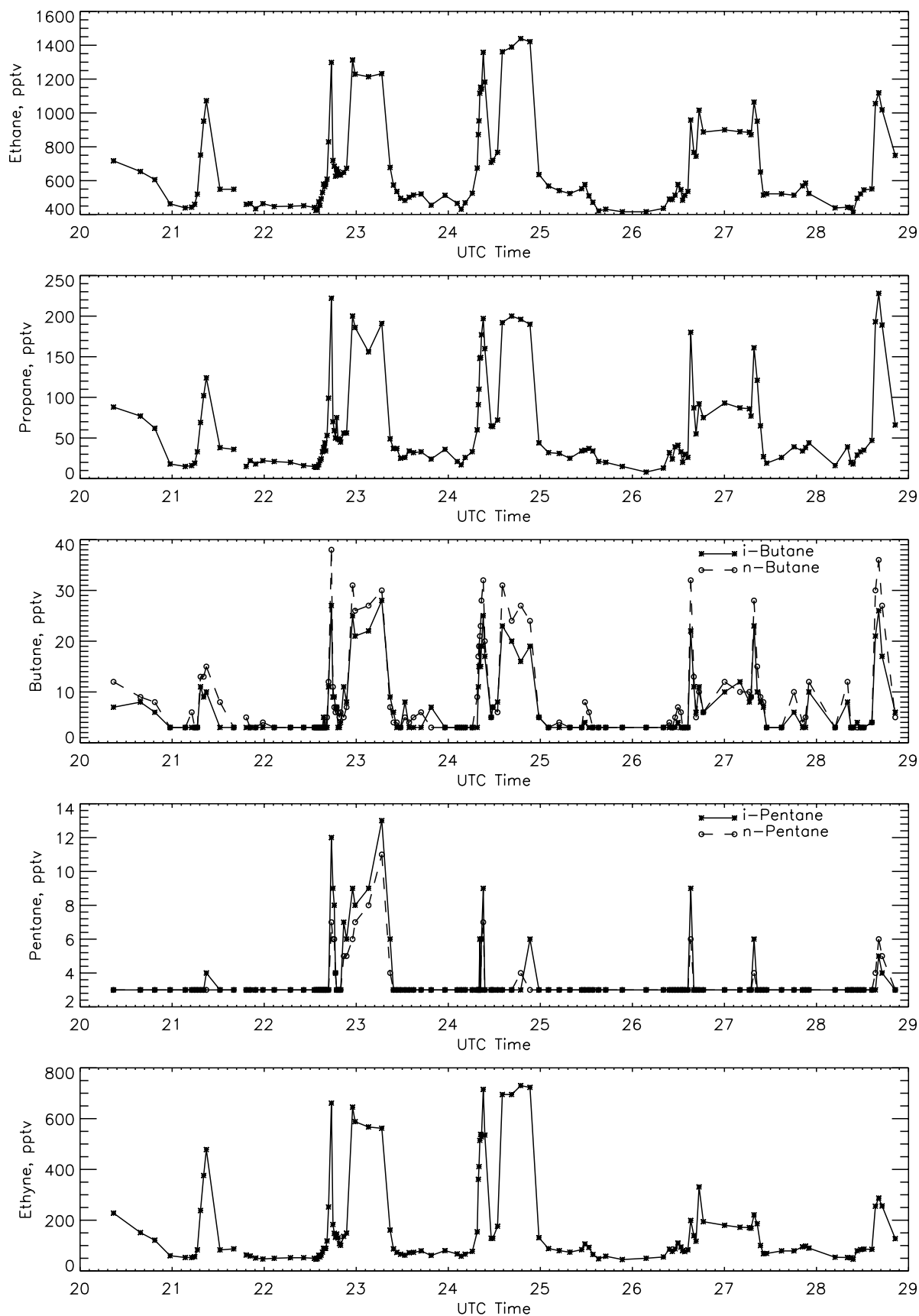
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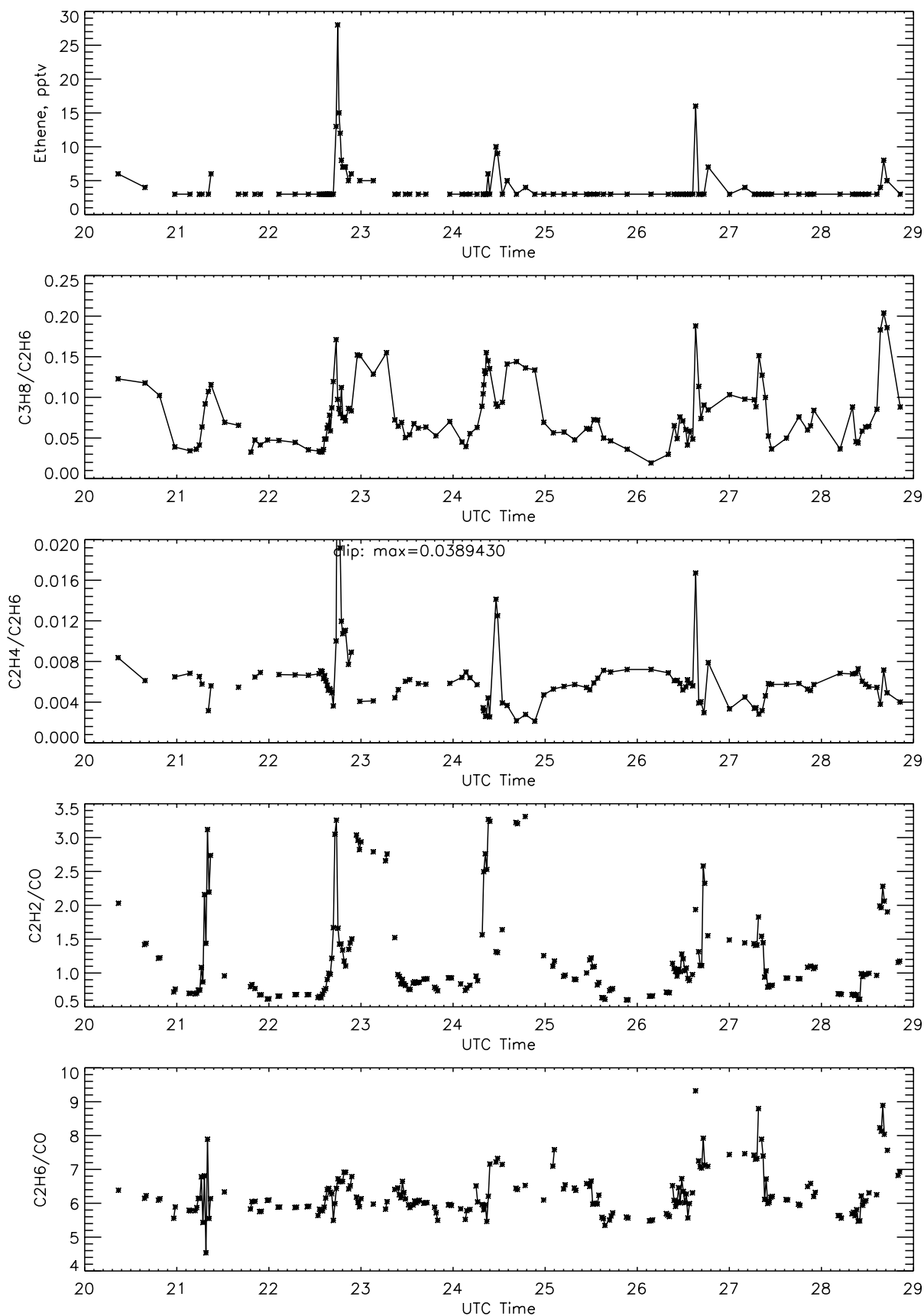
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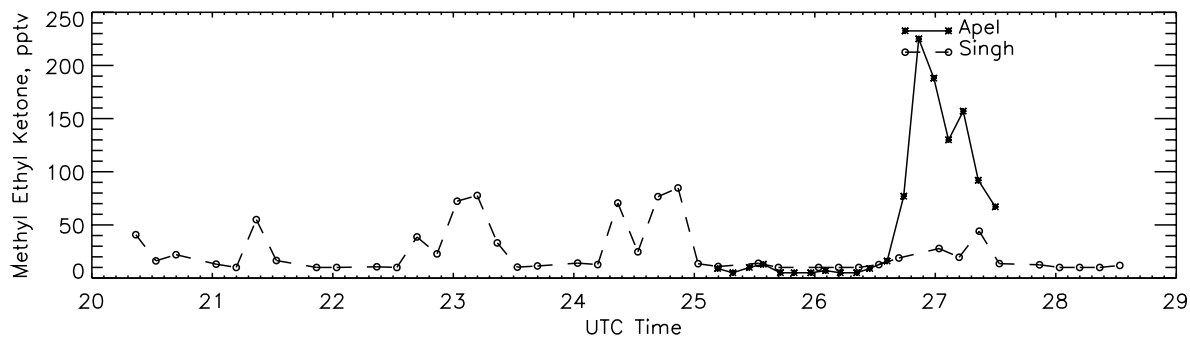
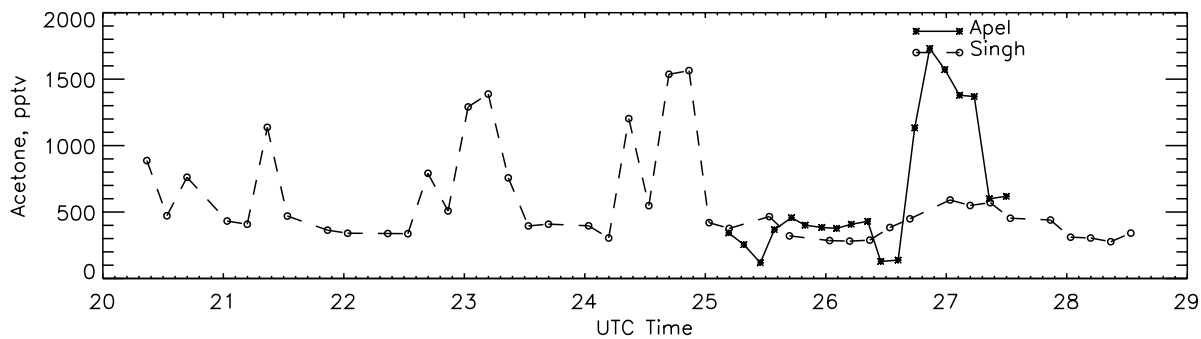
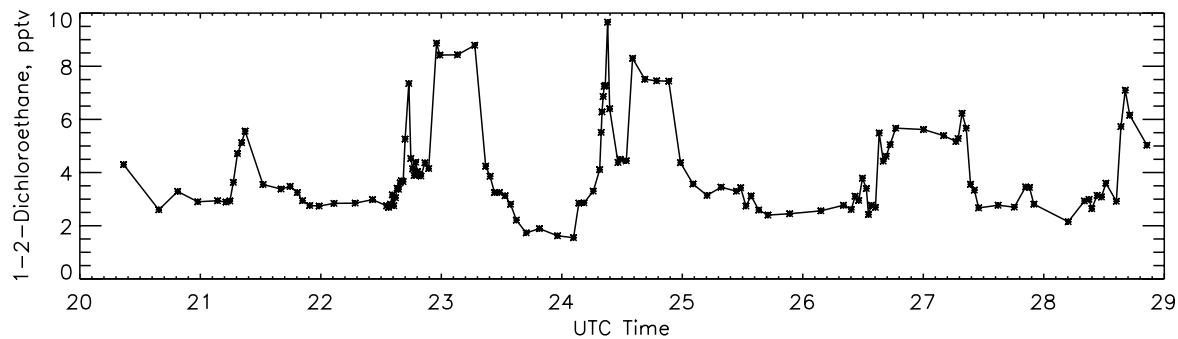
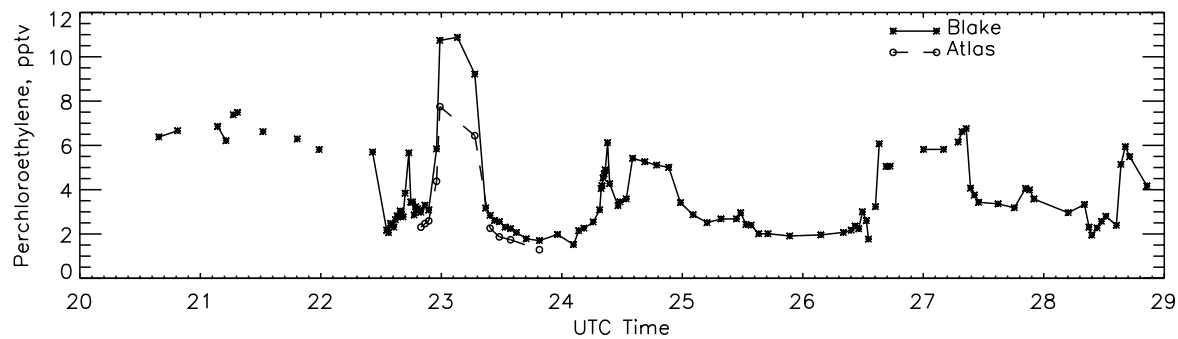
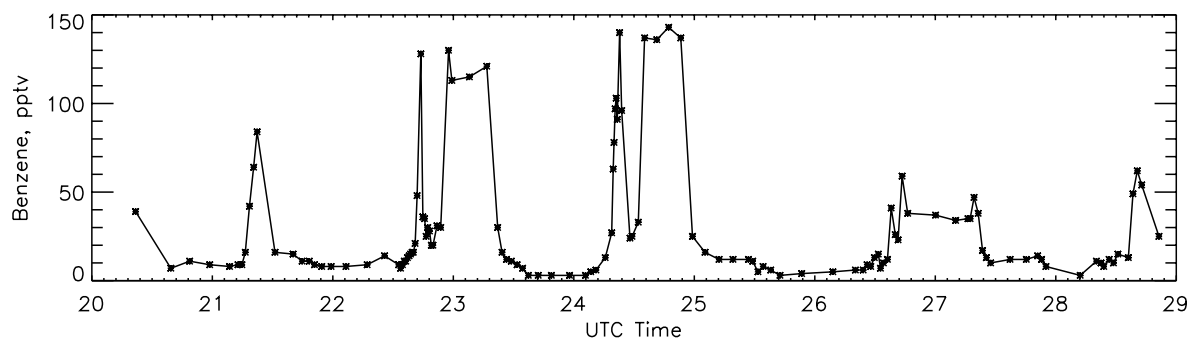
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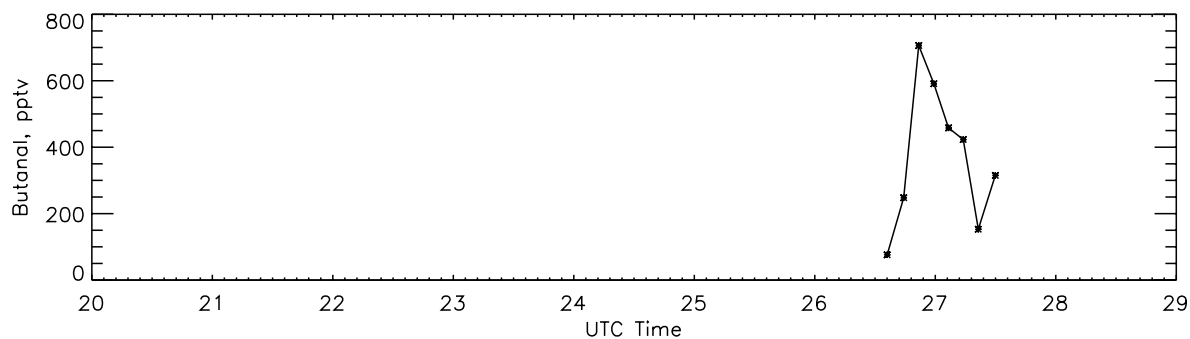
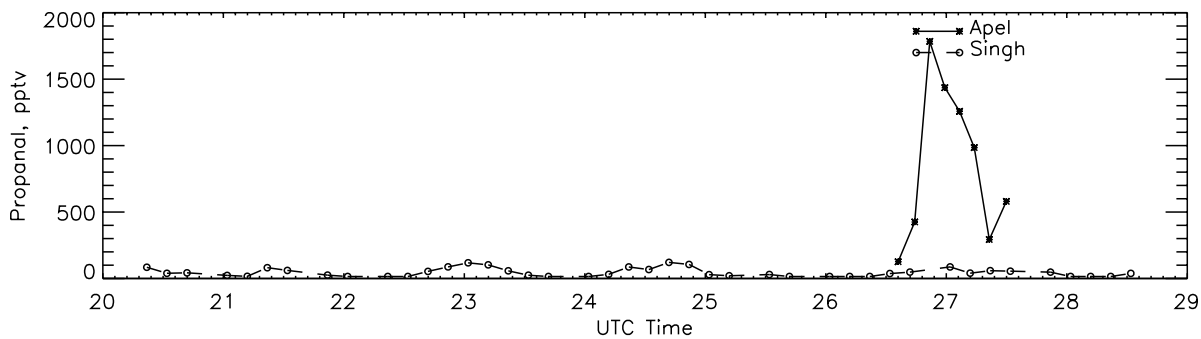
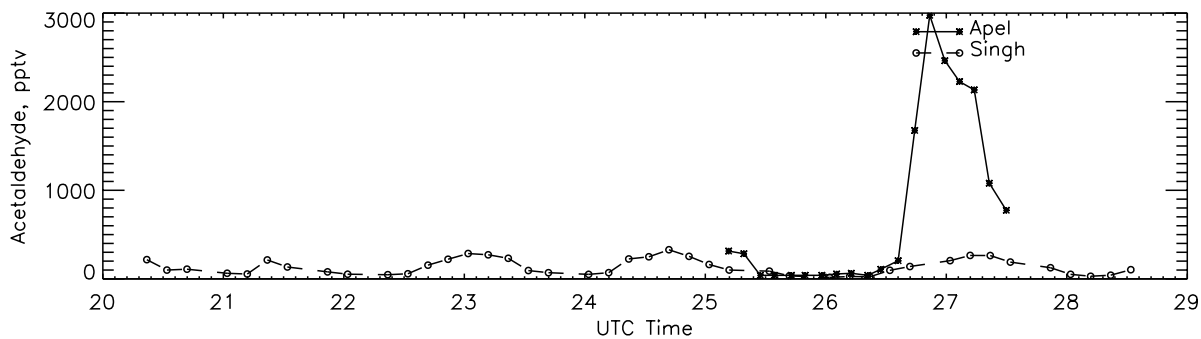
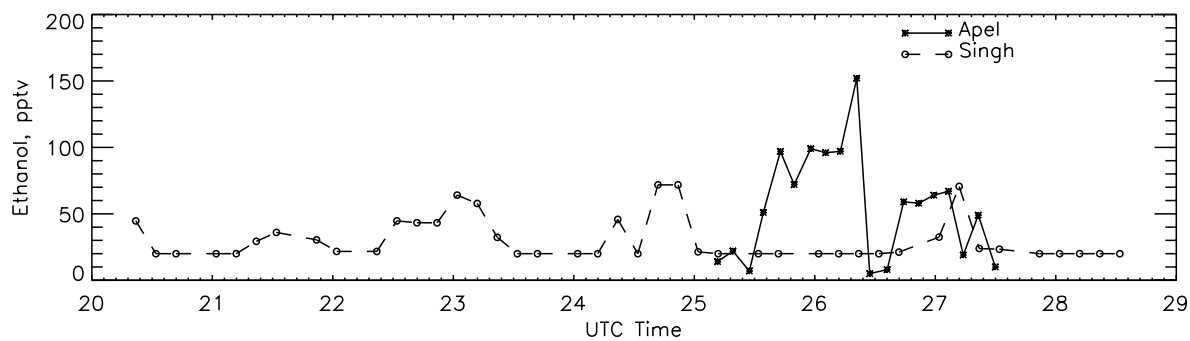
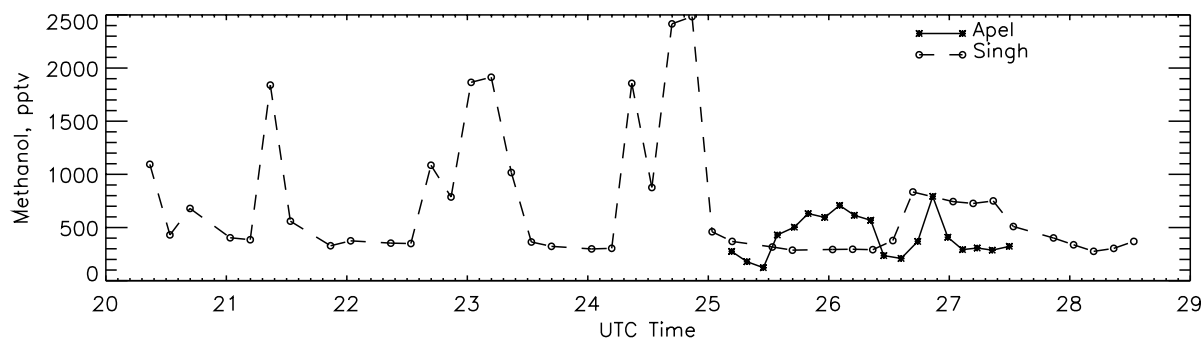
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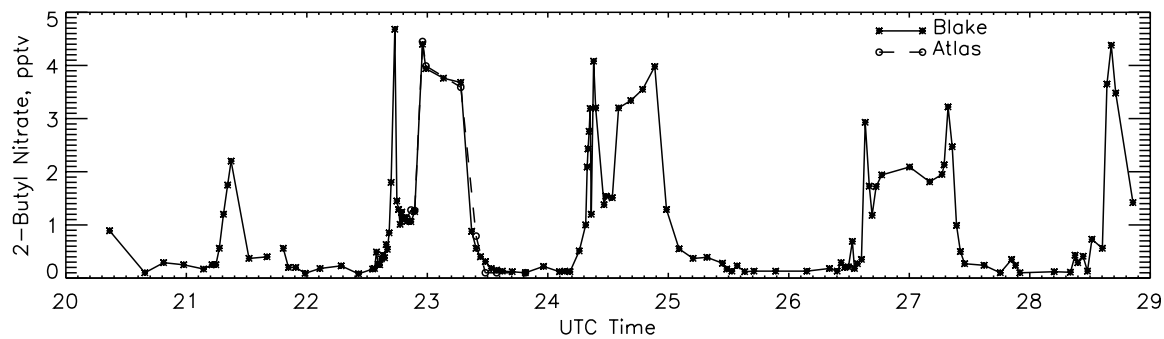
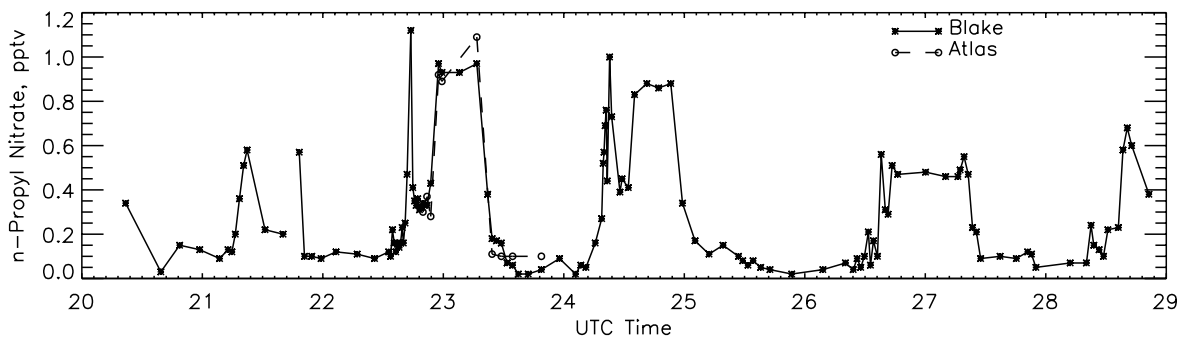
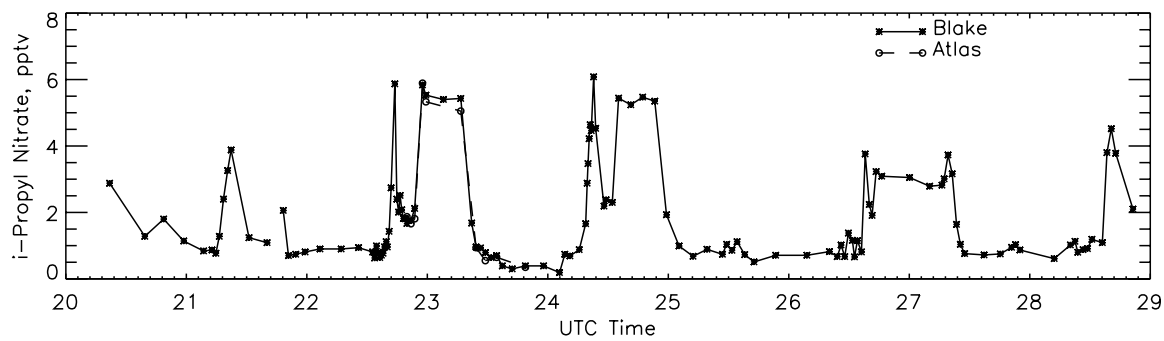
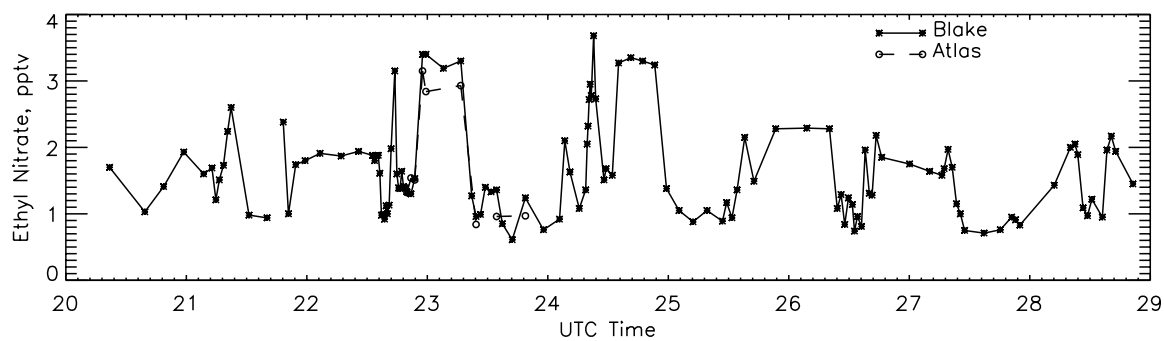
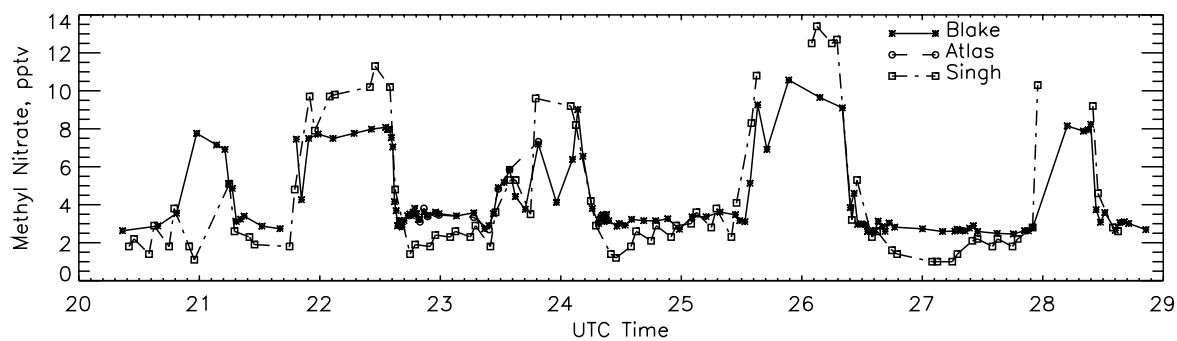
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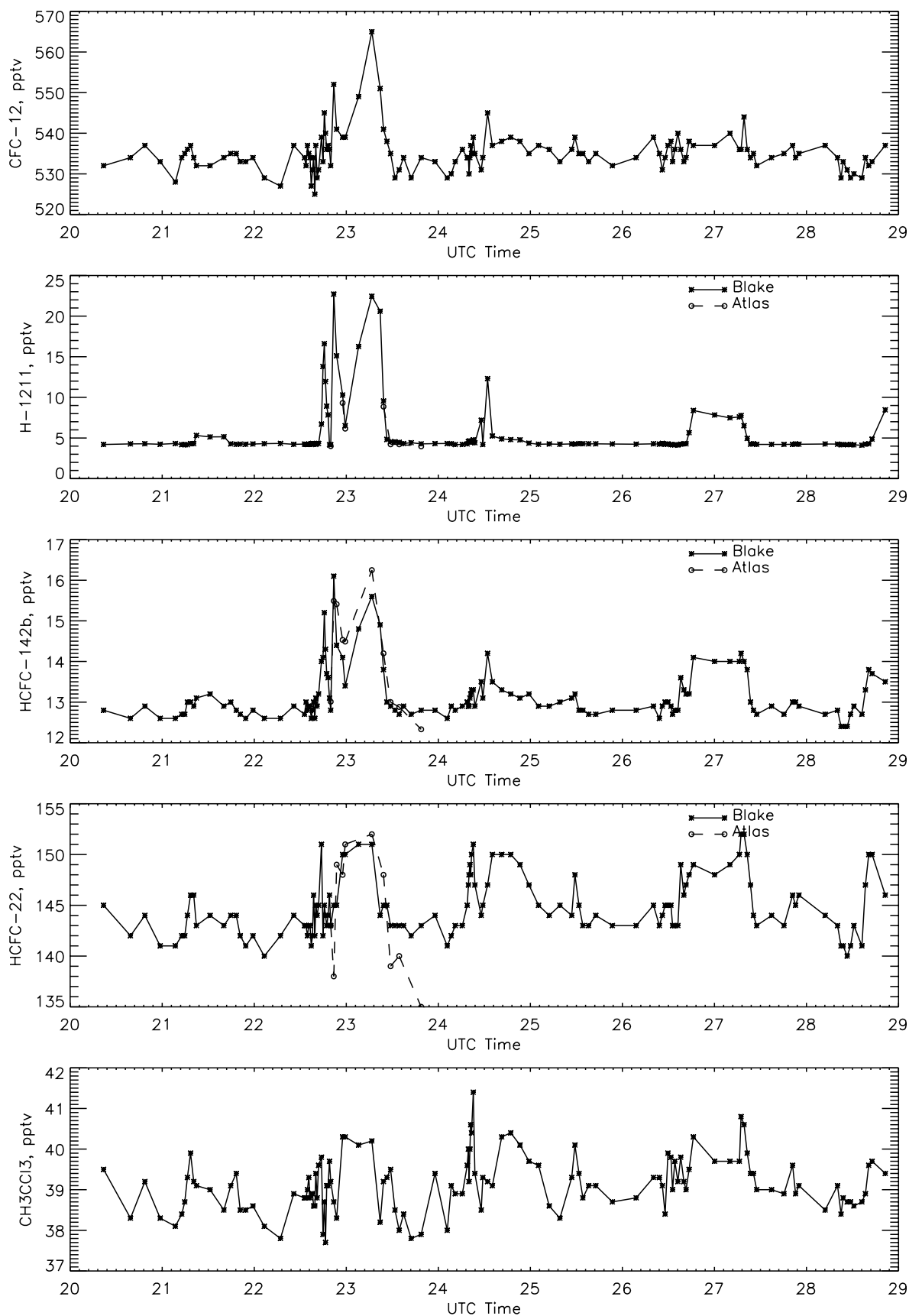
FINAL DATA: TRACE-P DC-8 Flight 05



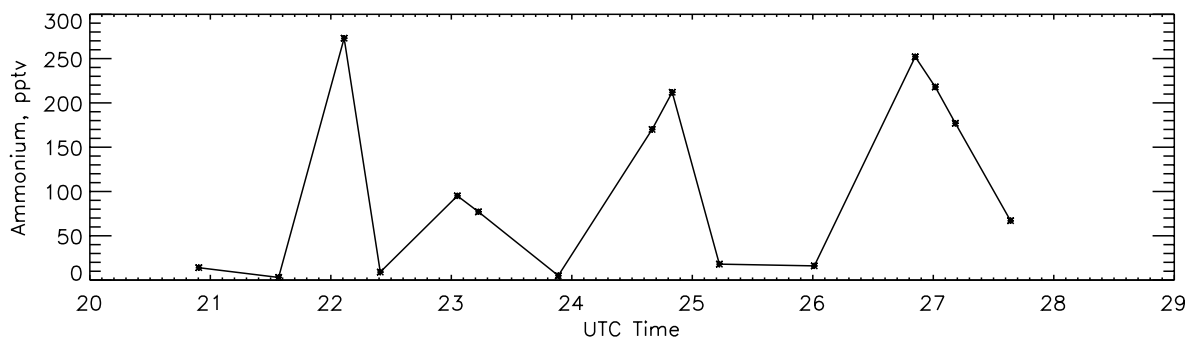
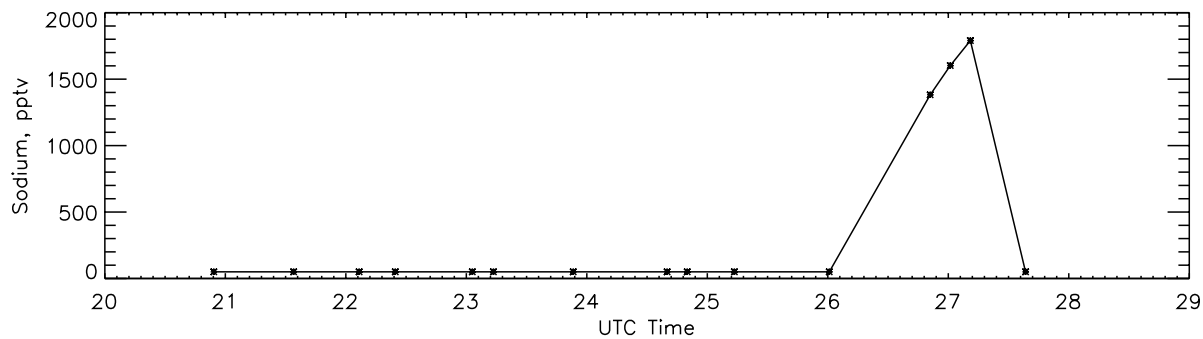
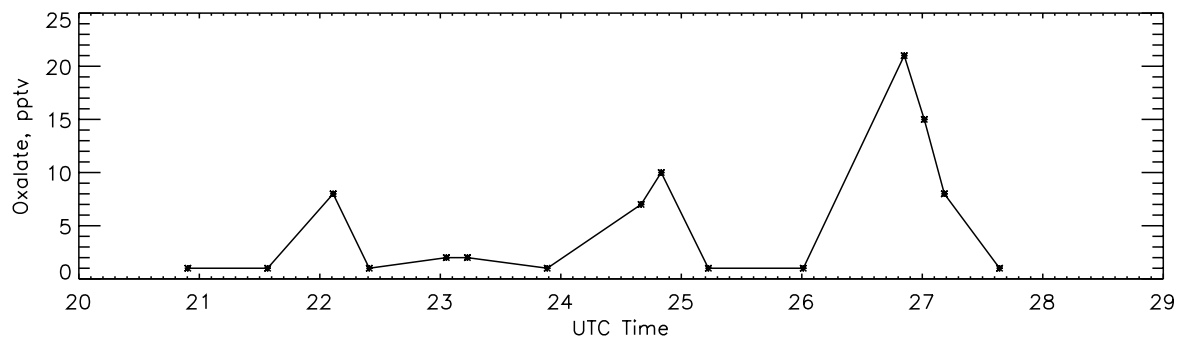
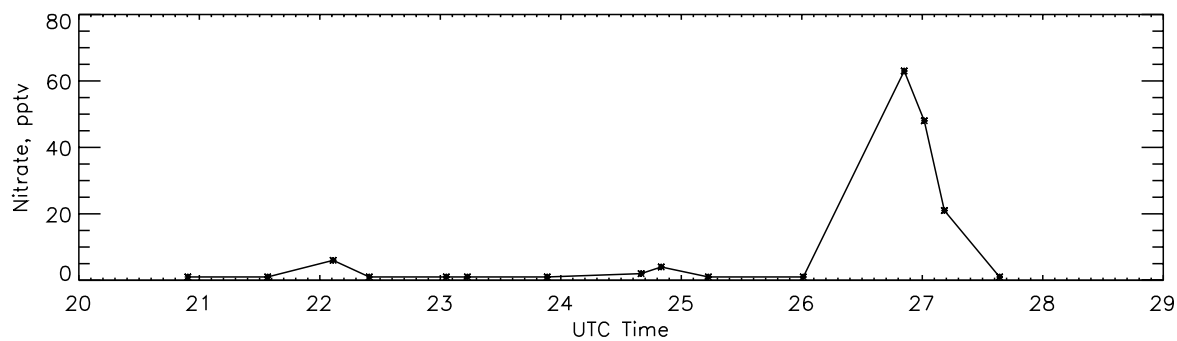
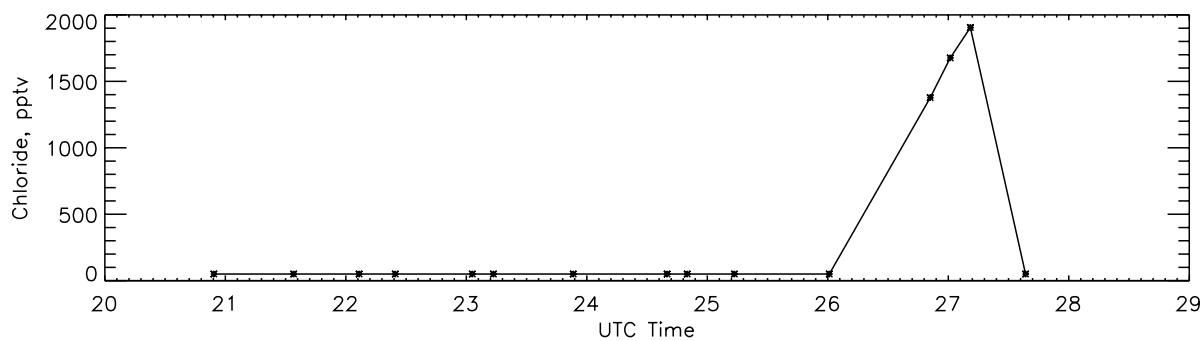
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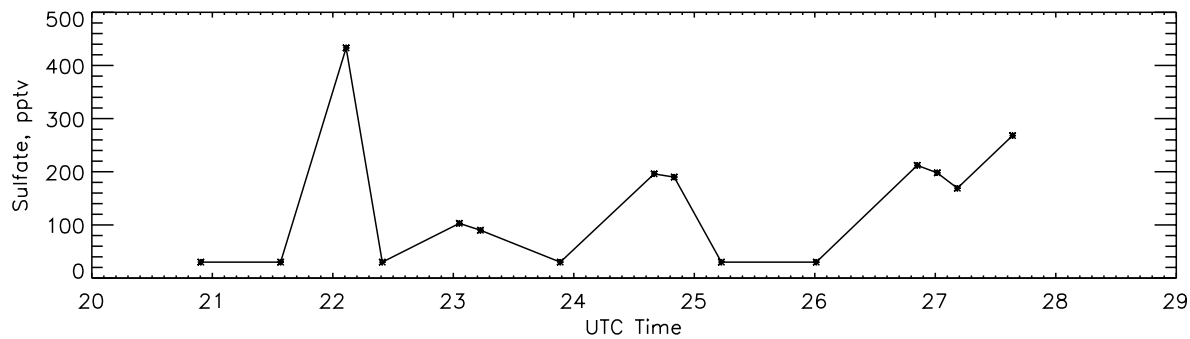
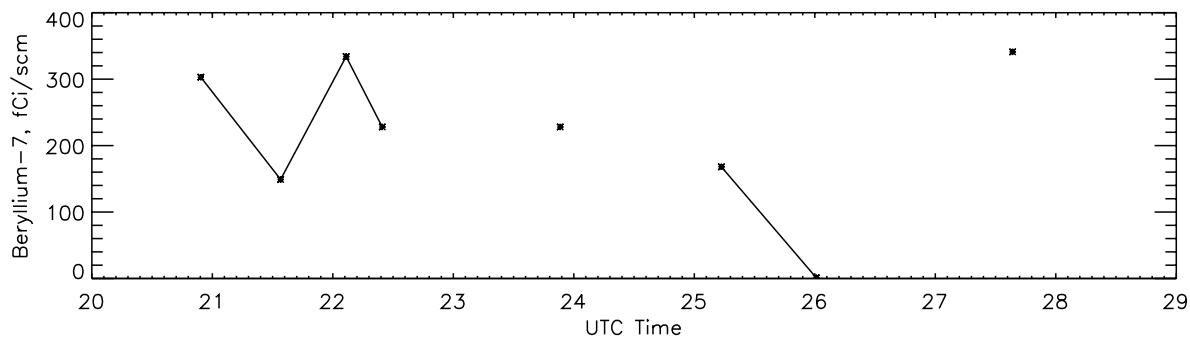
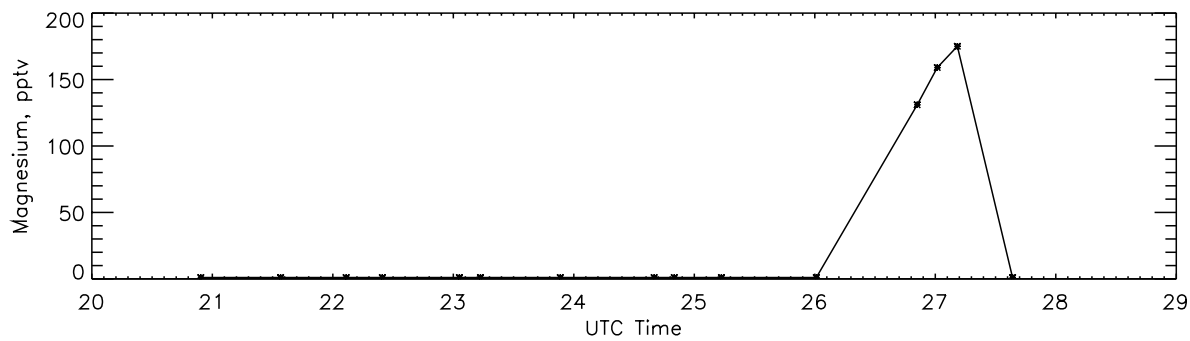
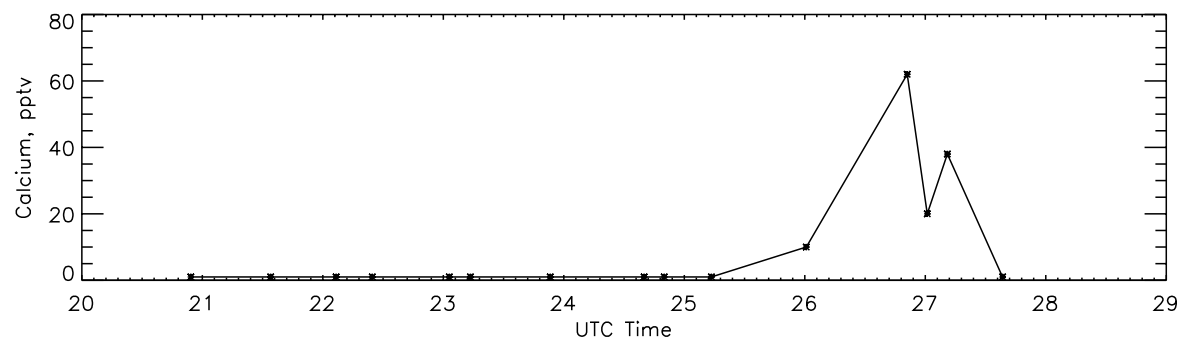
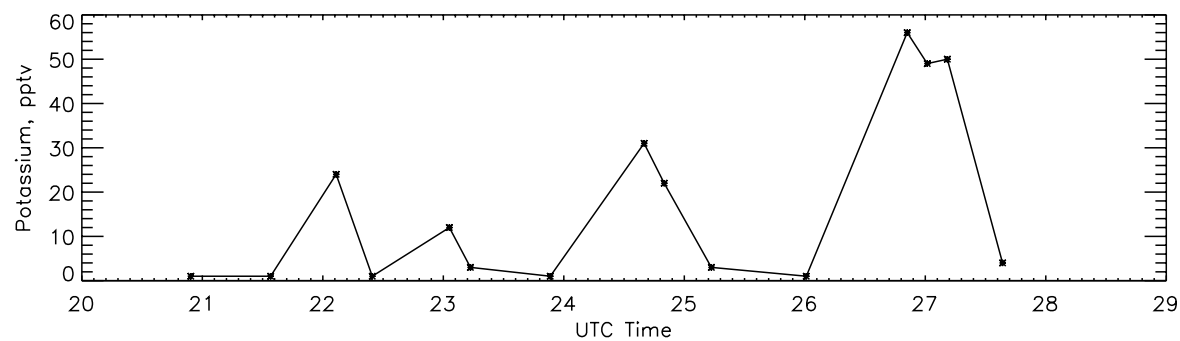
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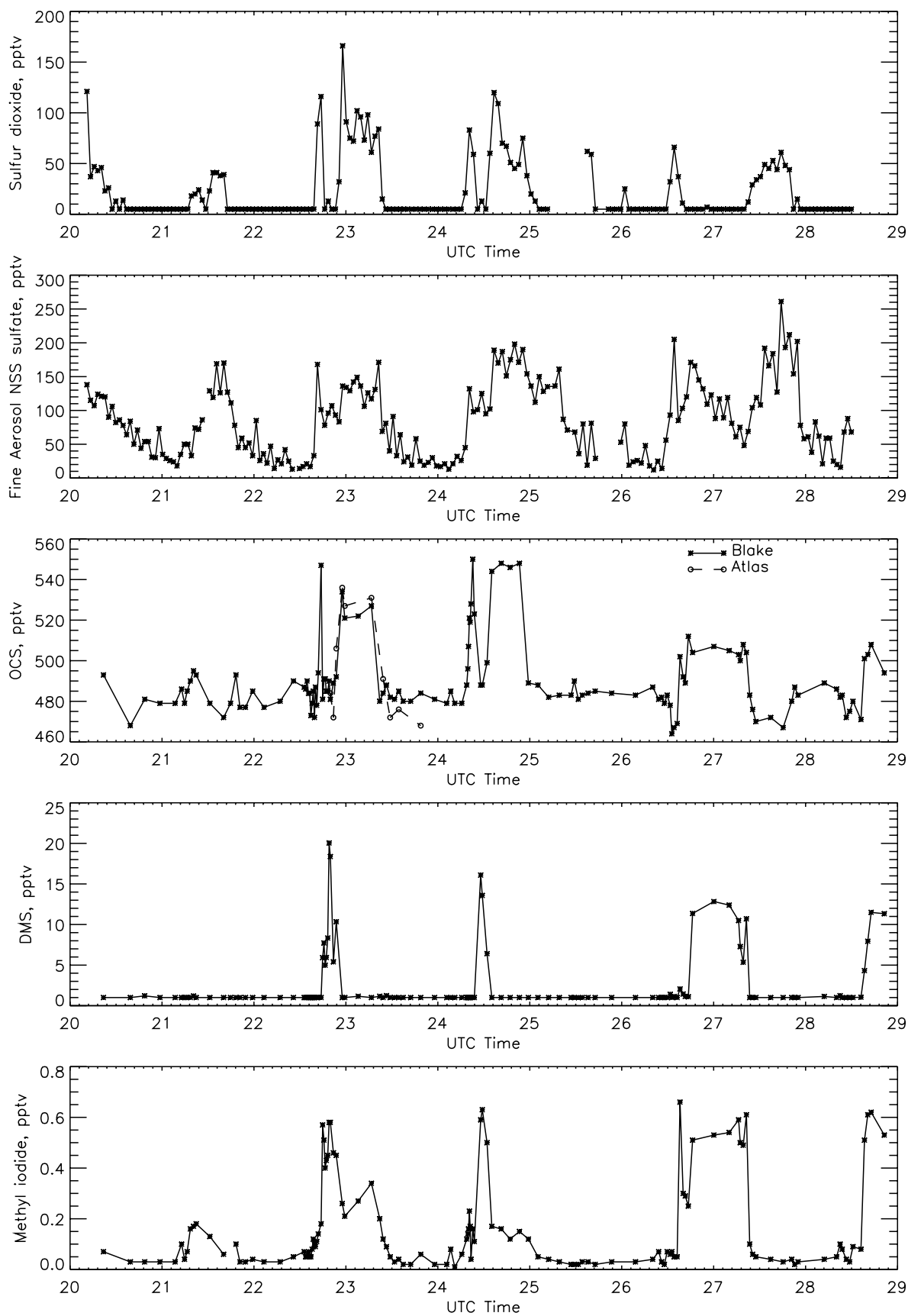
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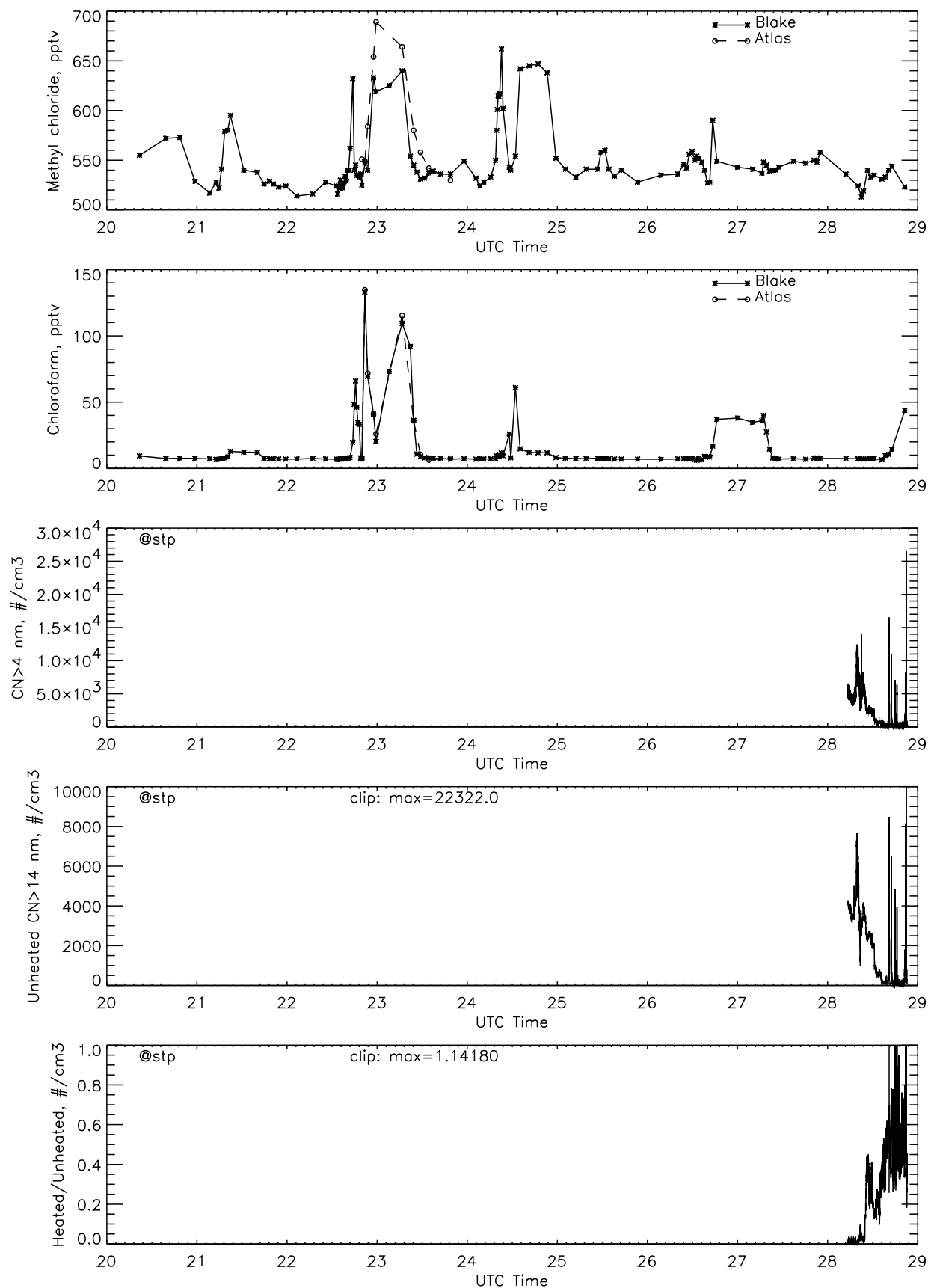
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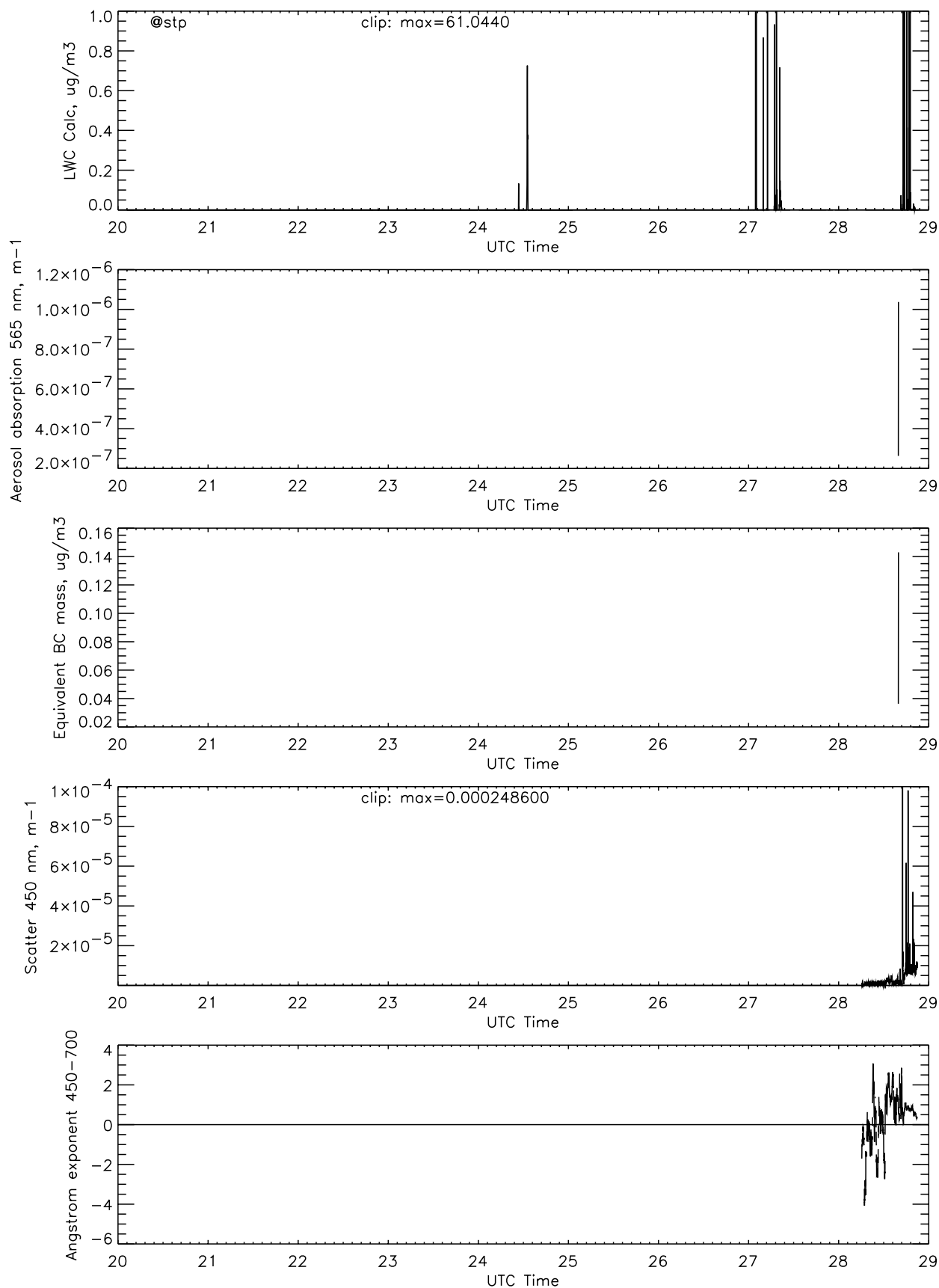
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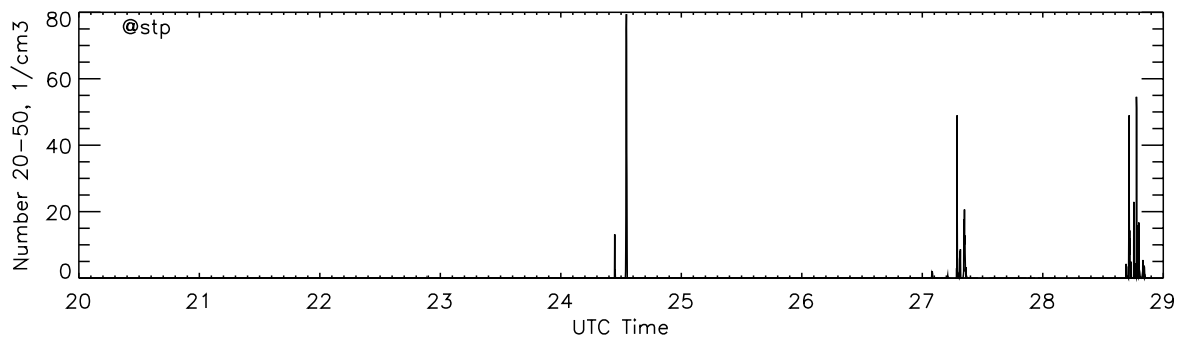
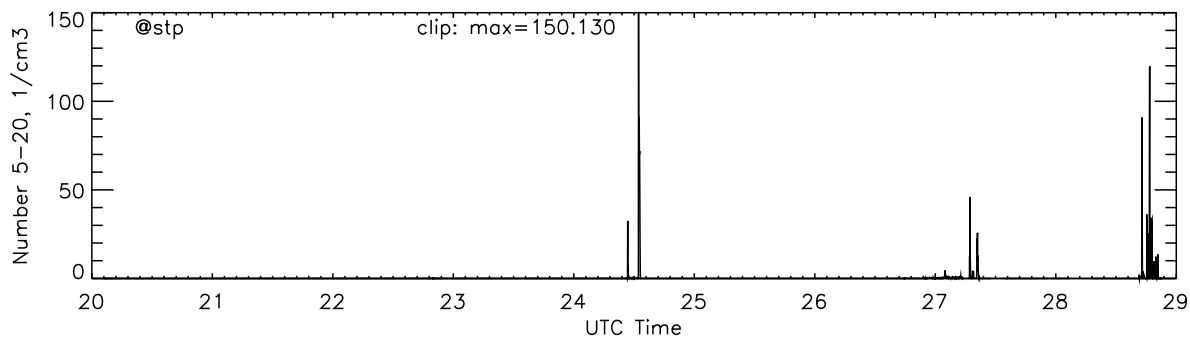
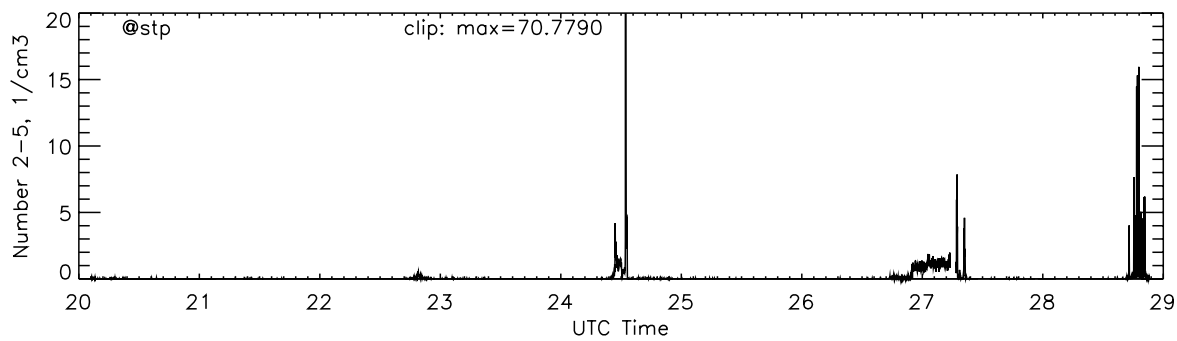
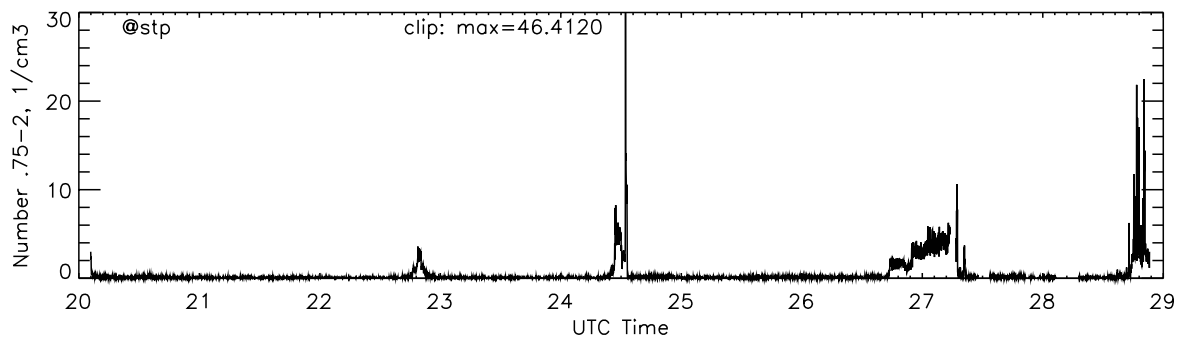
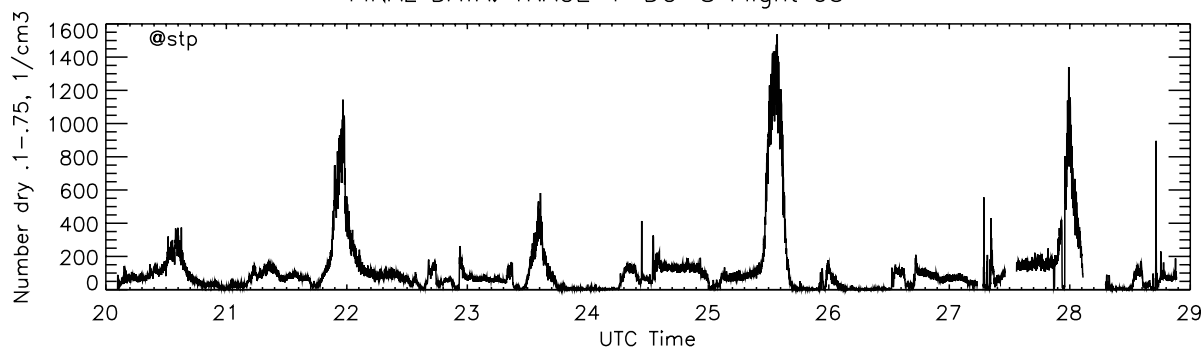
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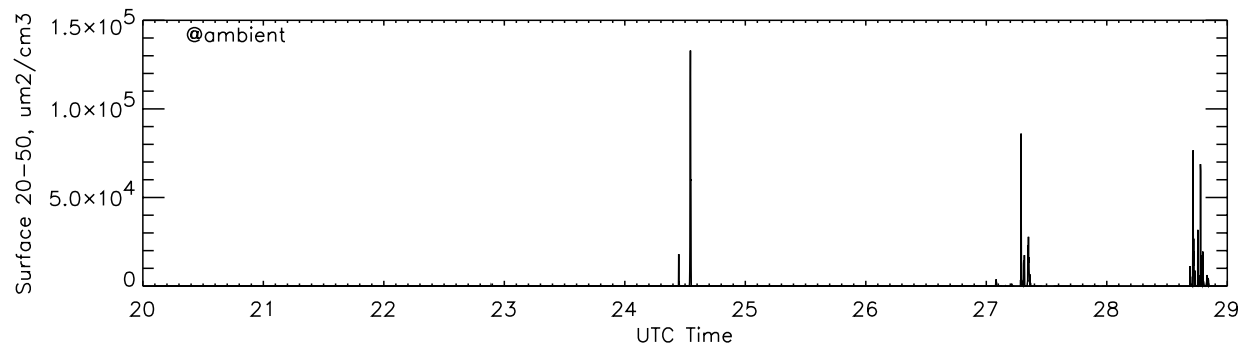
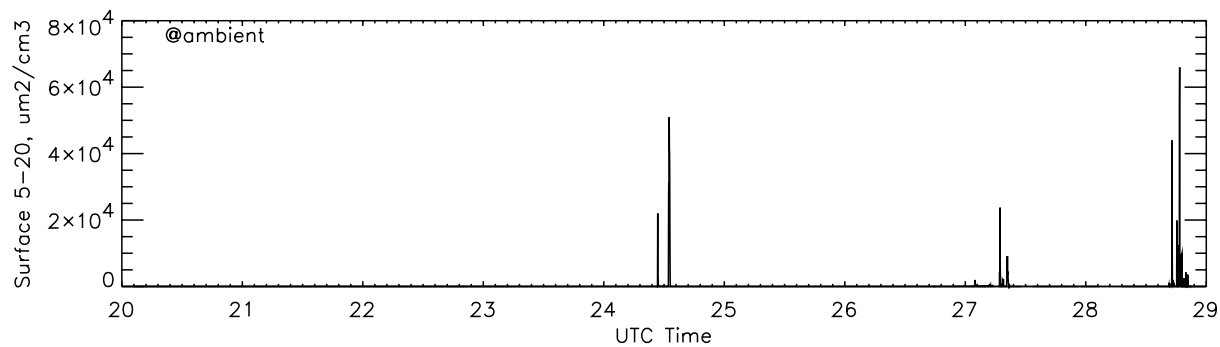
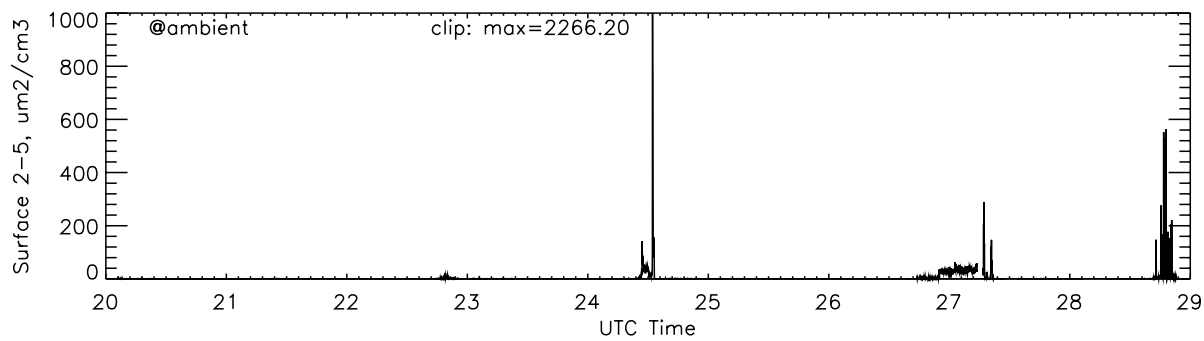
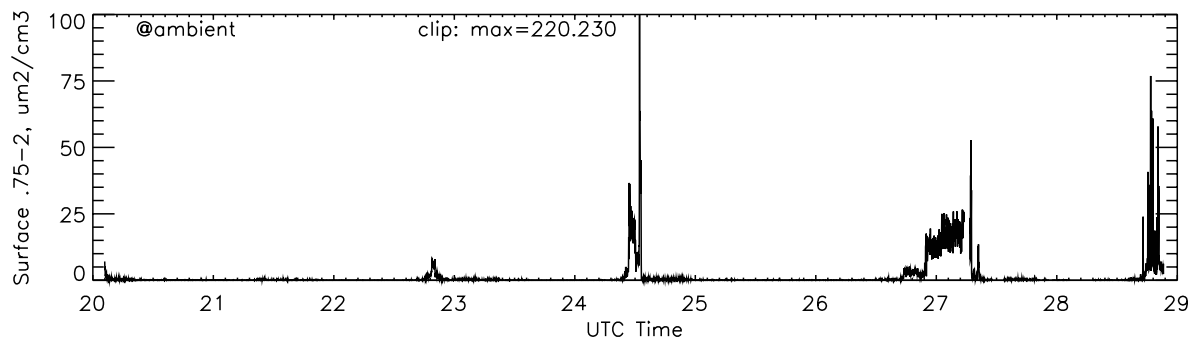
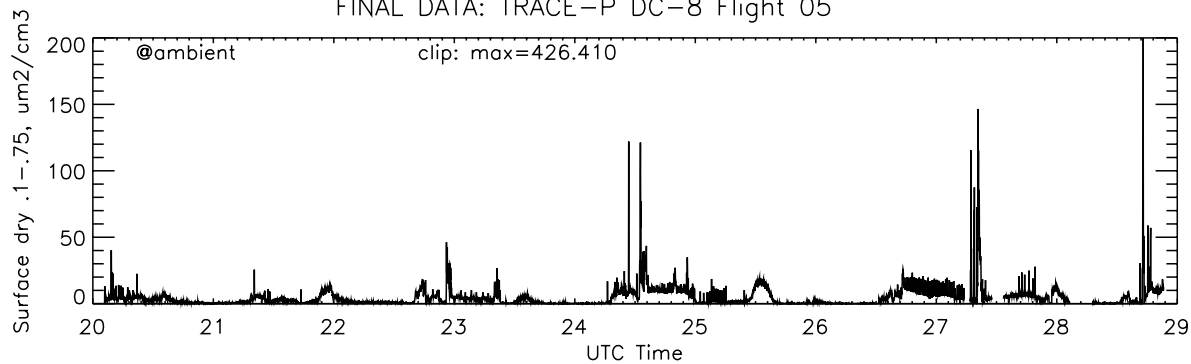
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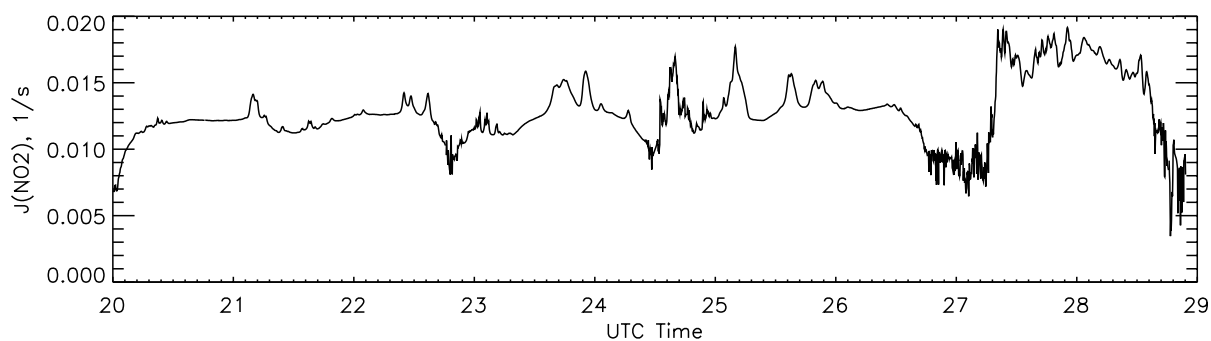
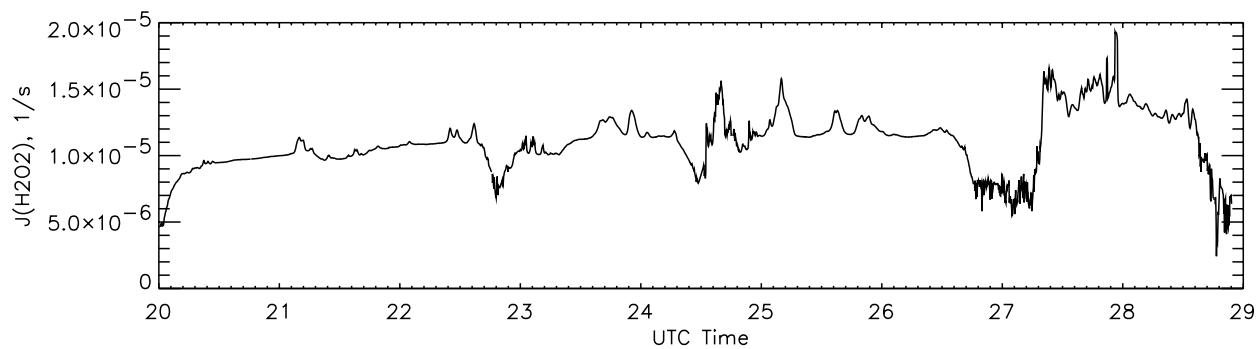
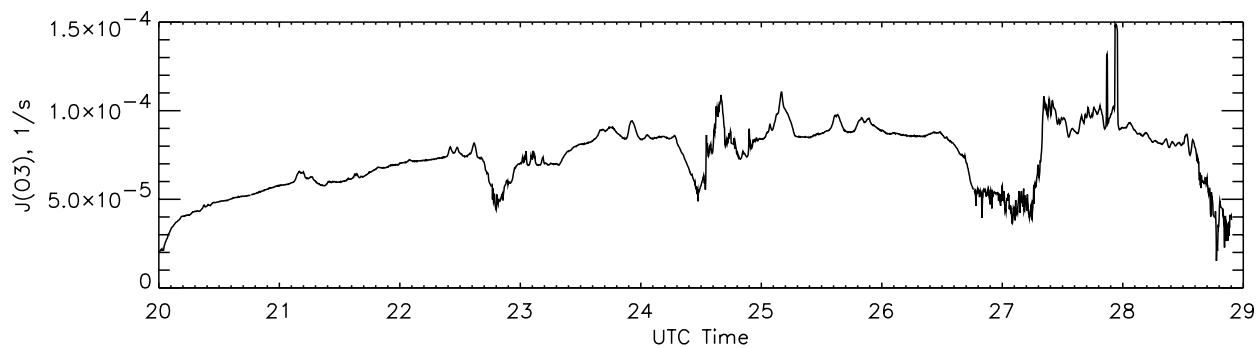
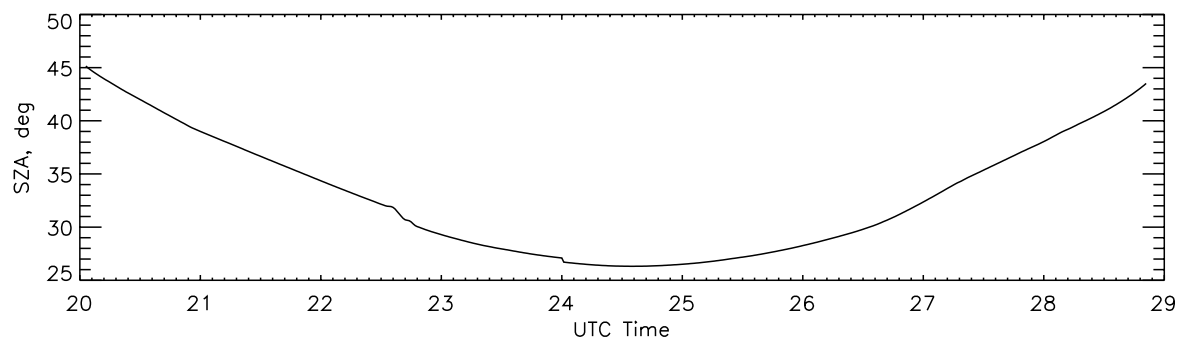
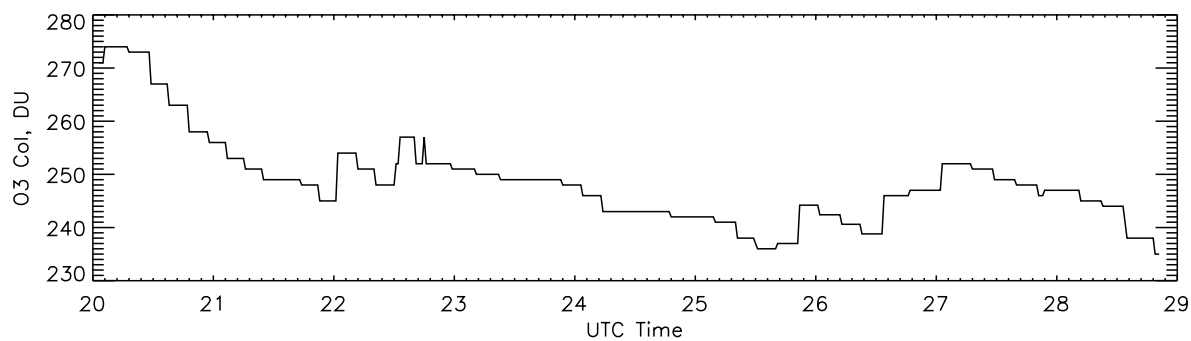
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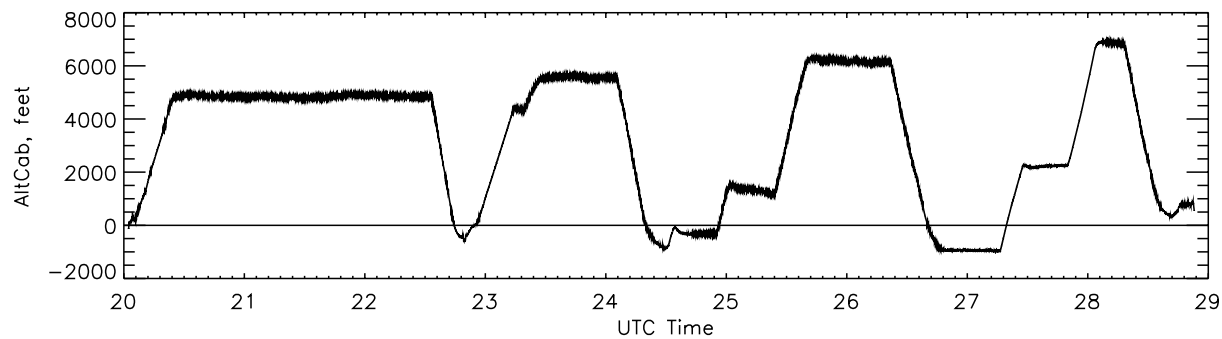
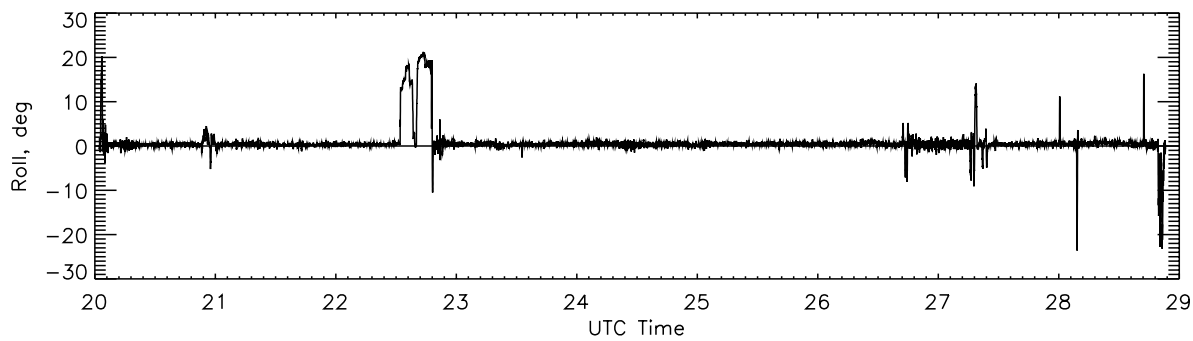
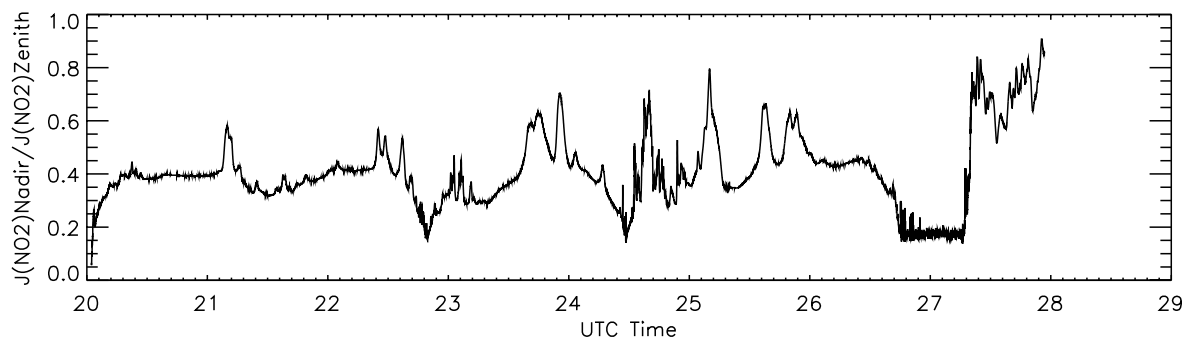
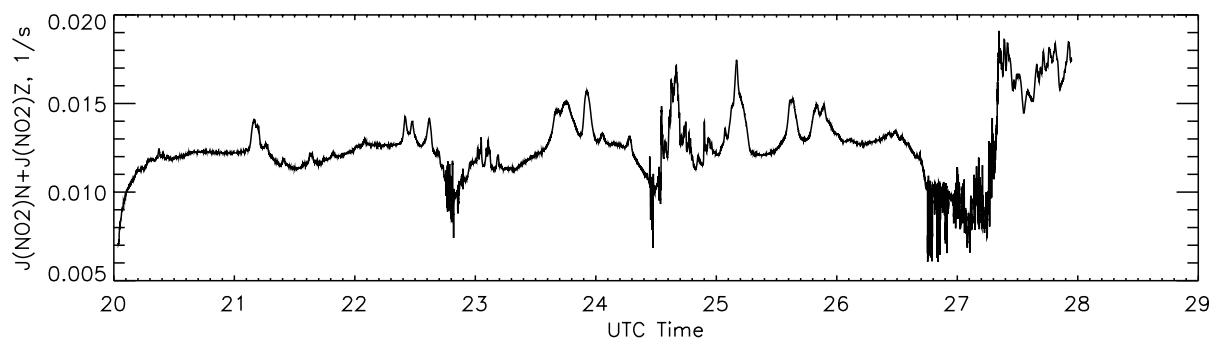
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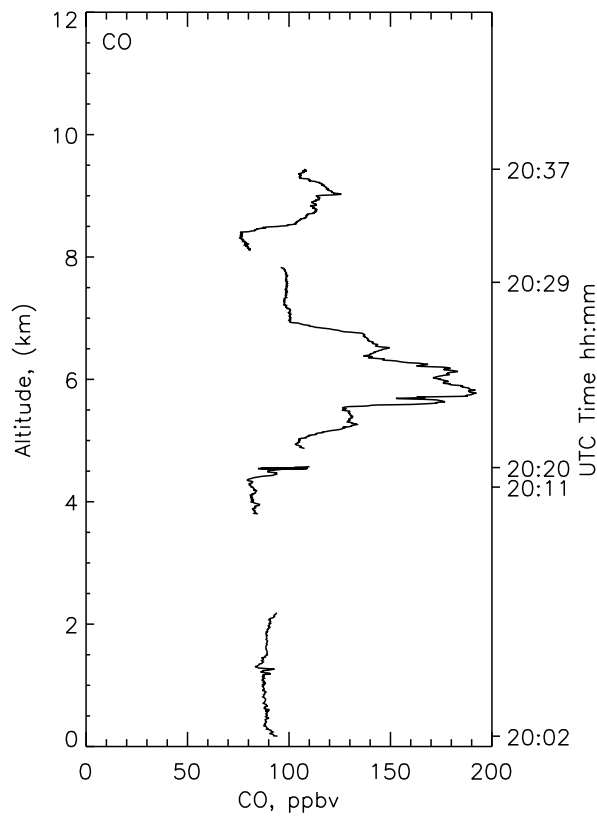
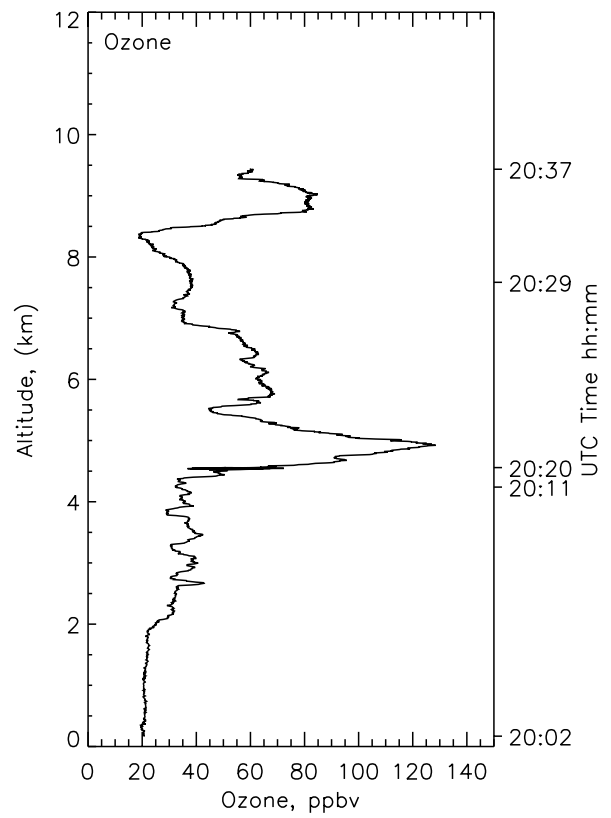
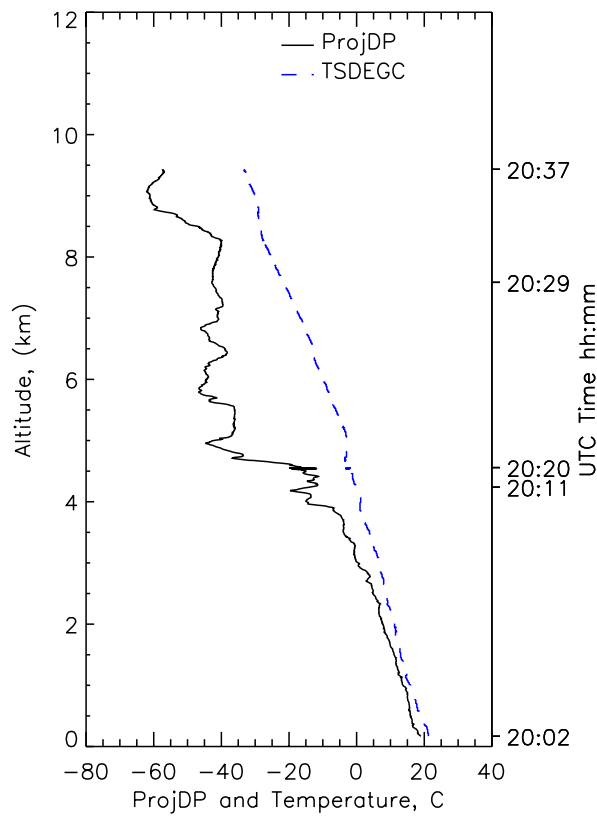
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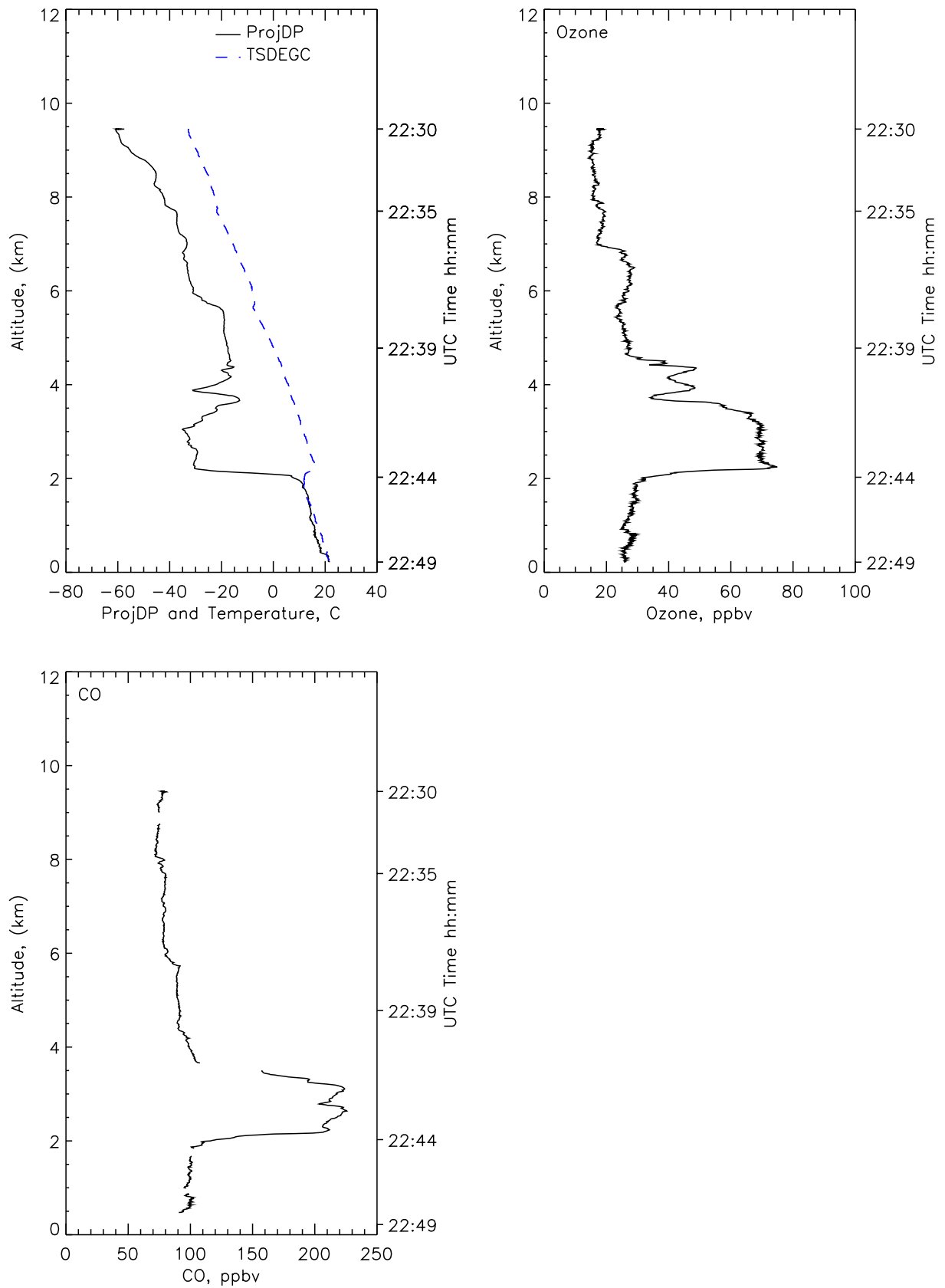
FINAL DATA: TRACE-P DC-8 Flight 05



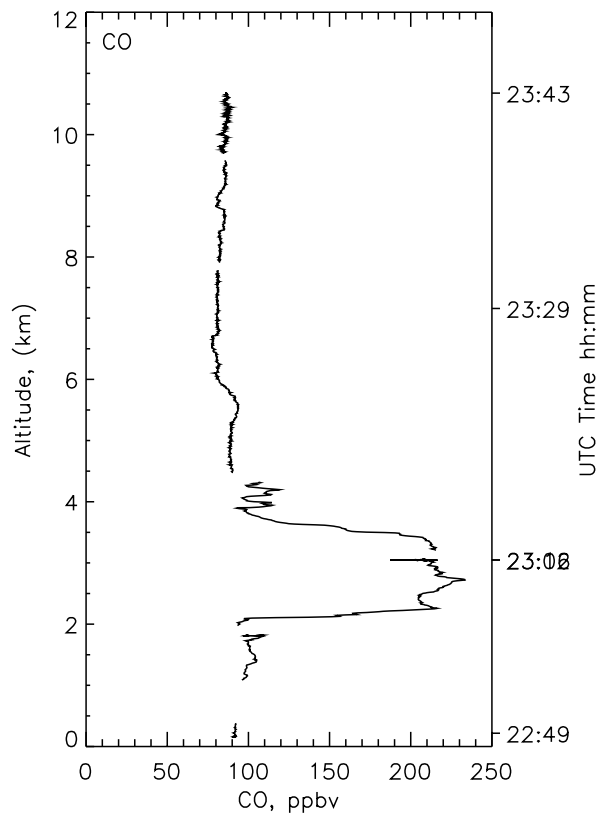
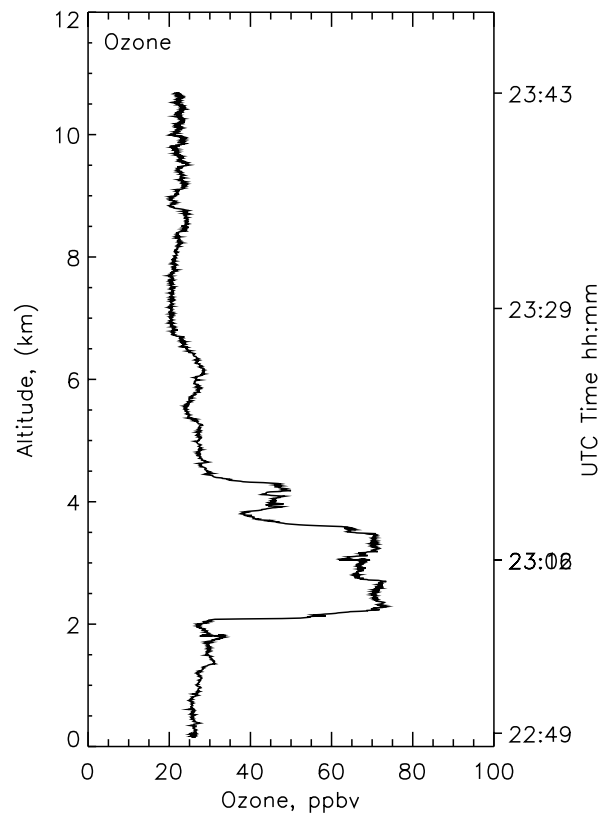
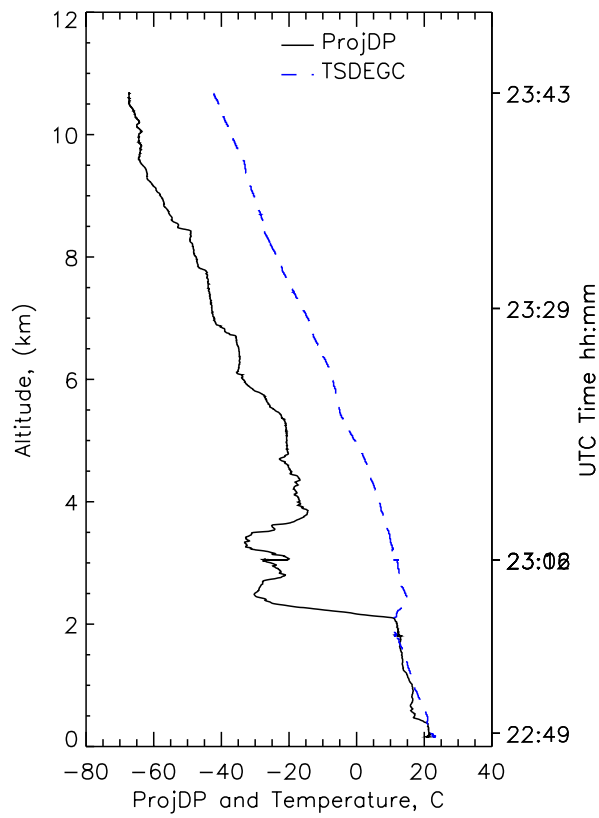
Profile #1 TRACE-P DC-8 Flight 05



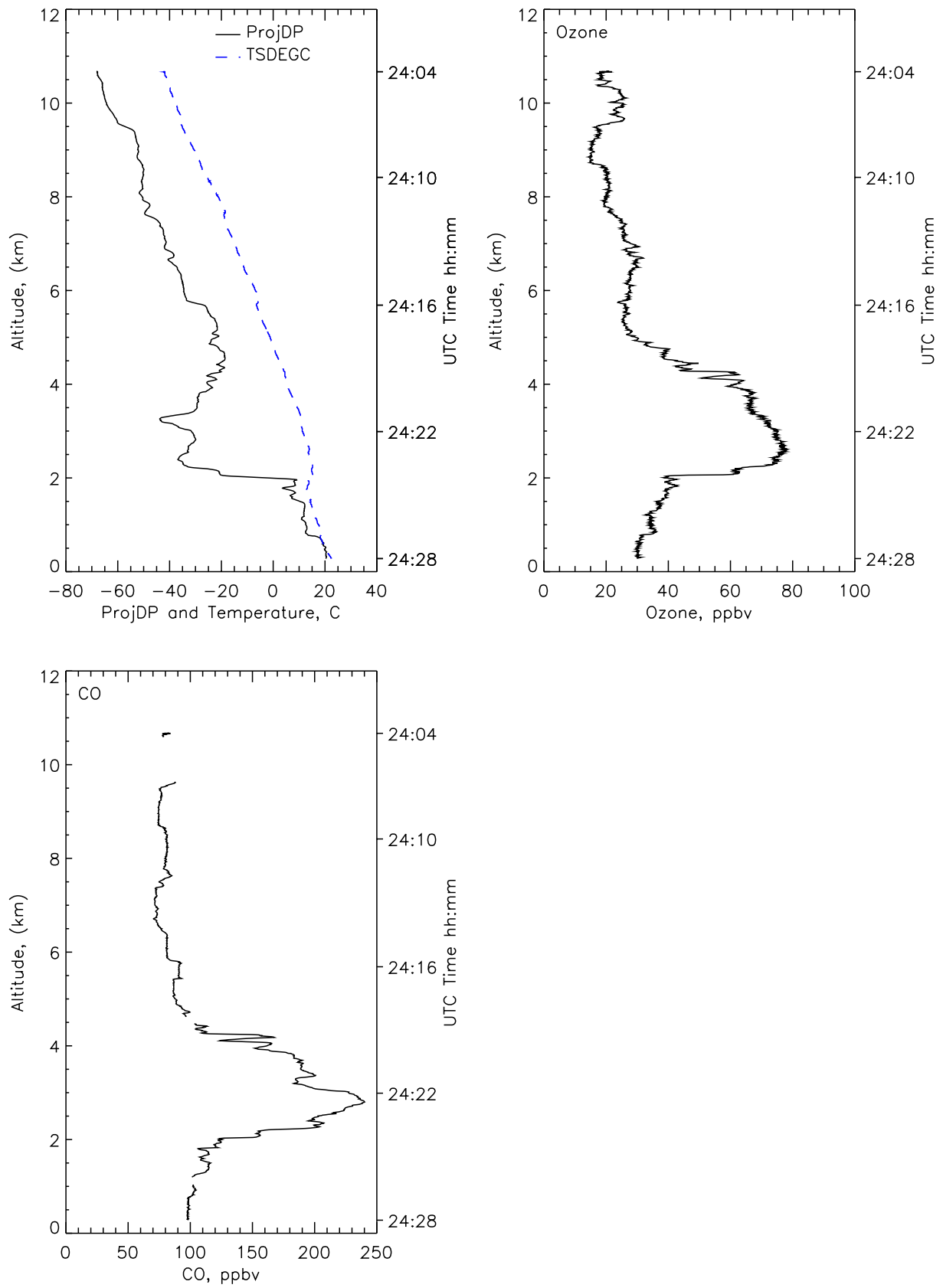
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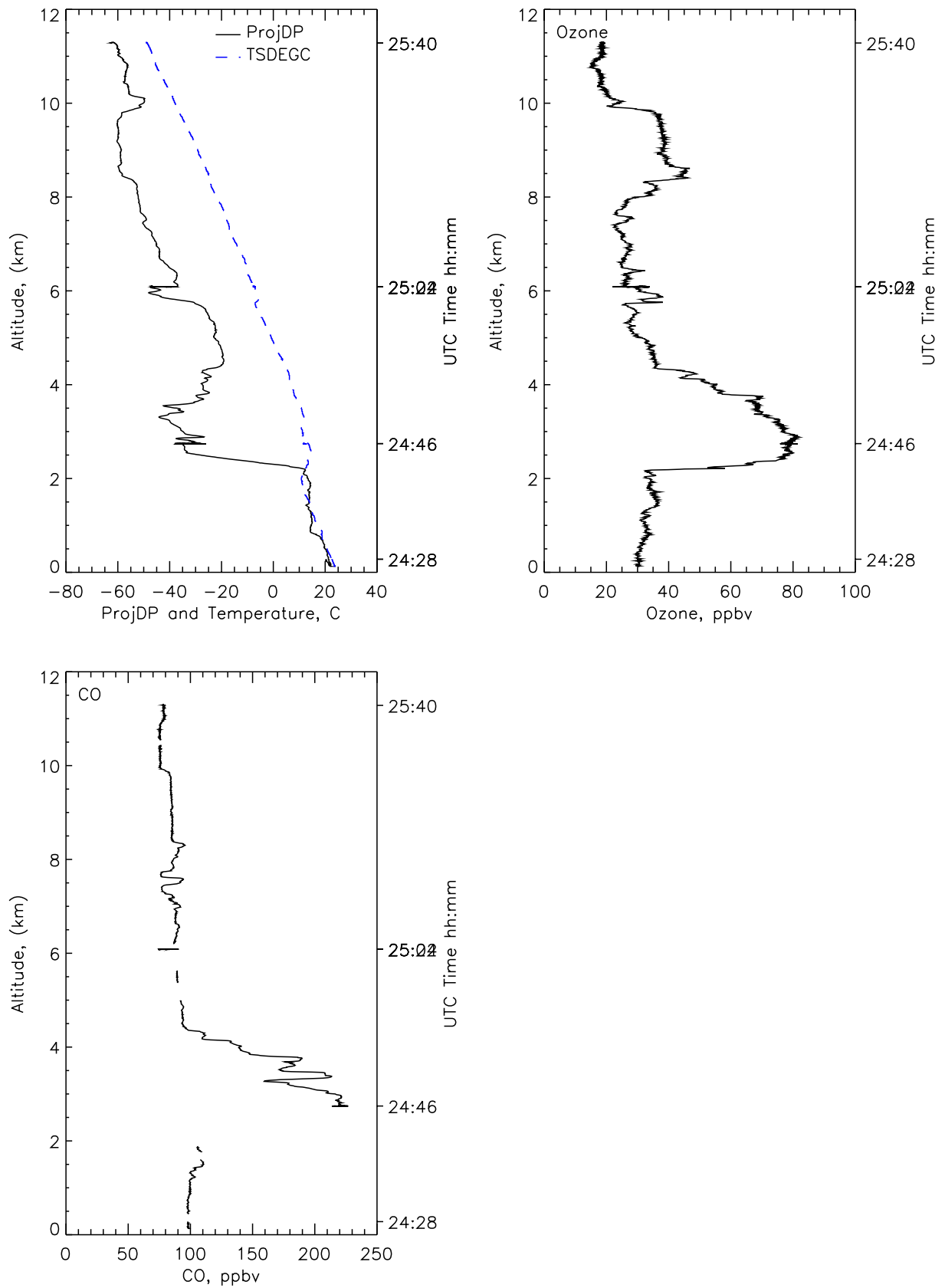
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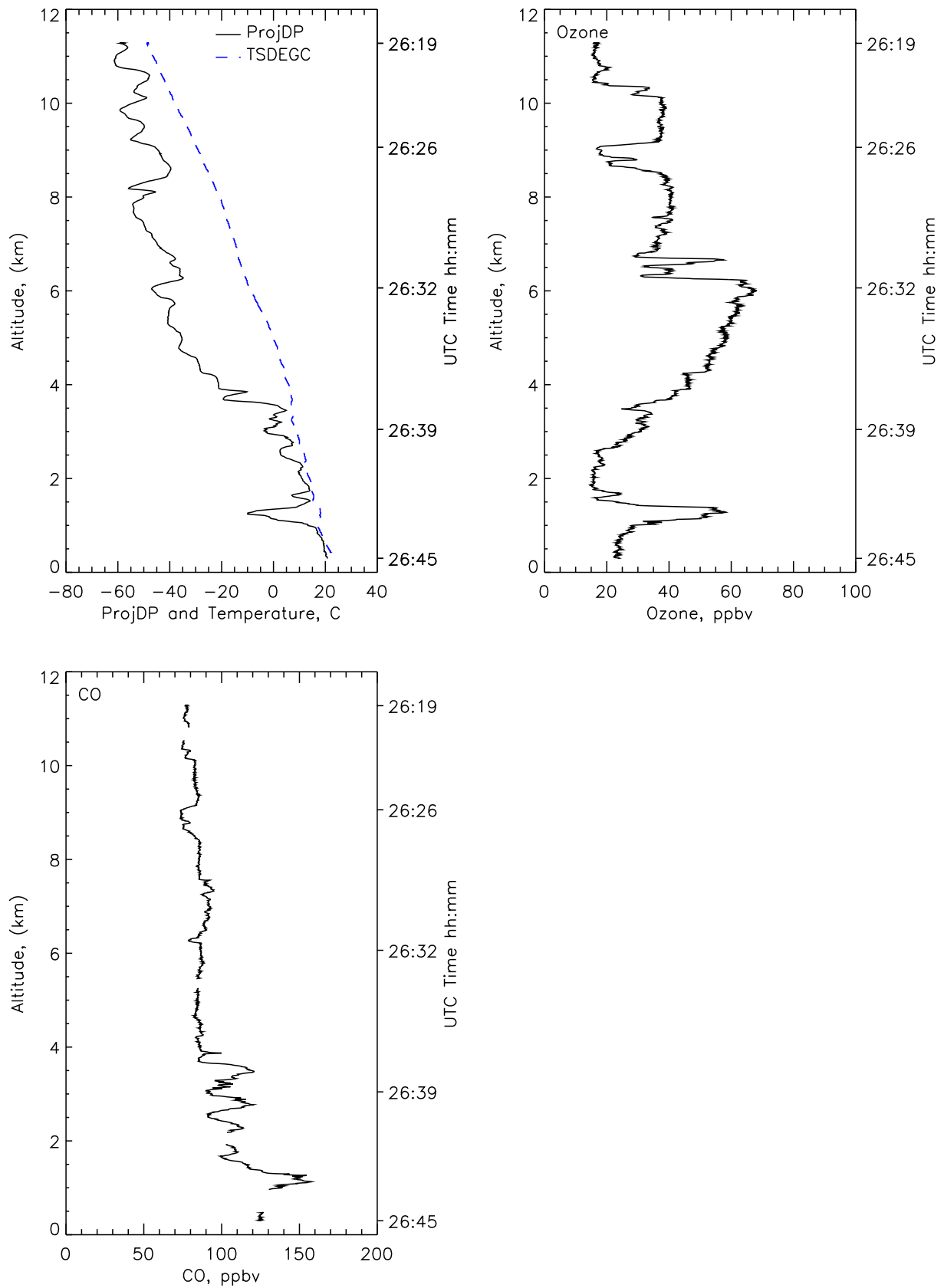
Profile #4 TRACE-P DC-8 Flight 05



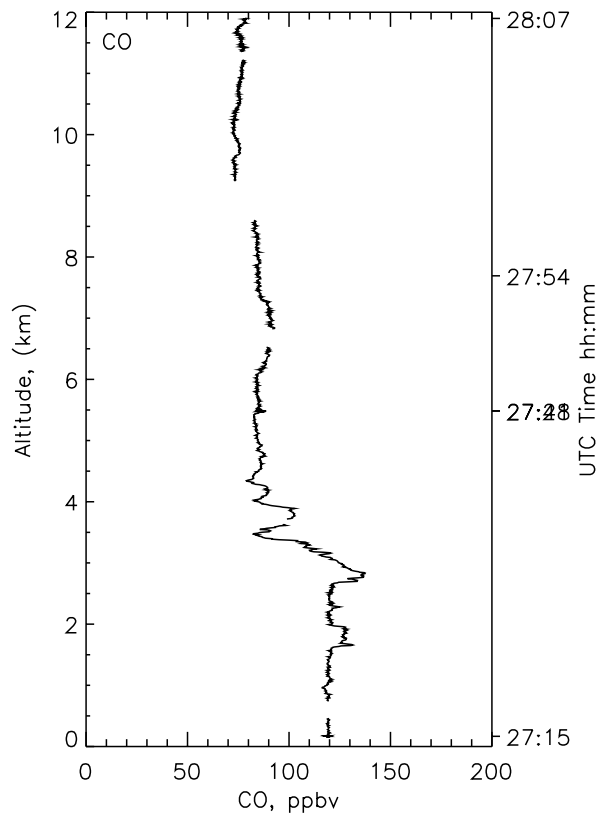
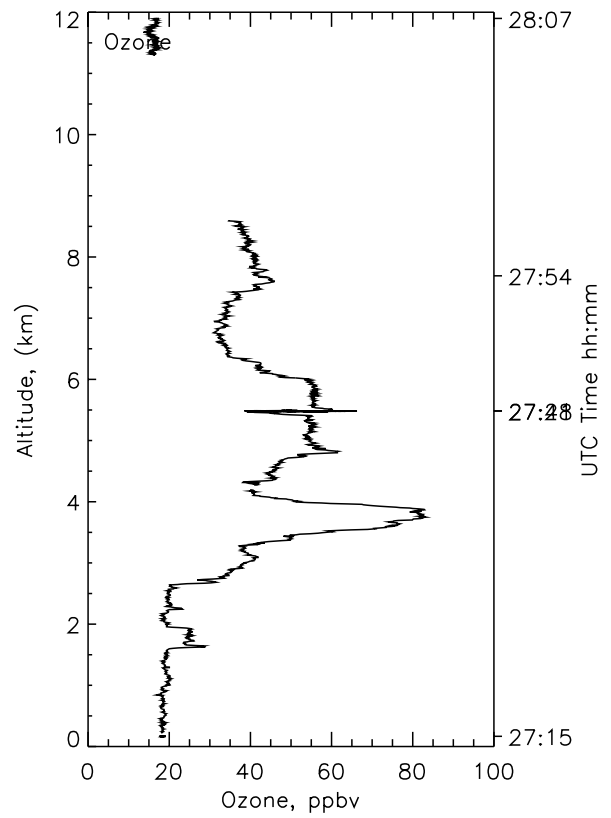
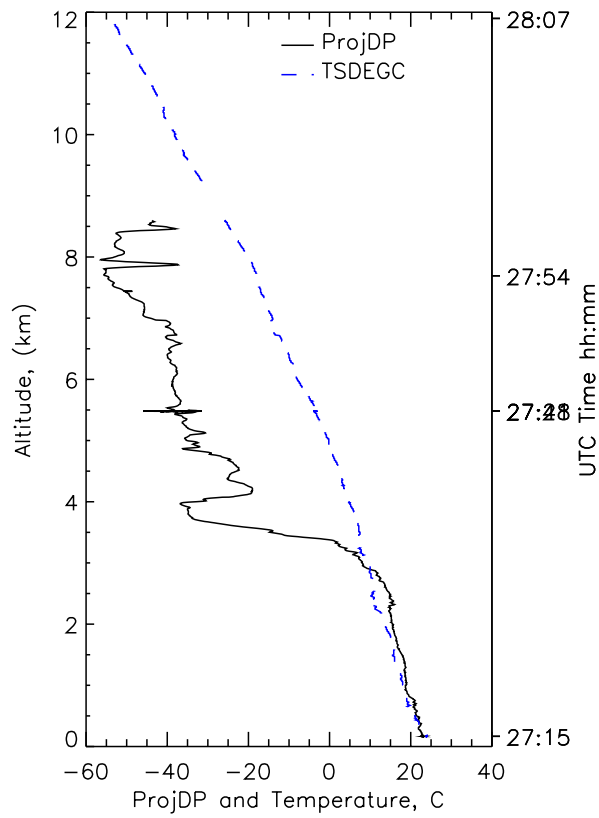
Profile #5 TRACE-P DC-8 Flight 05



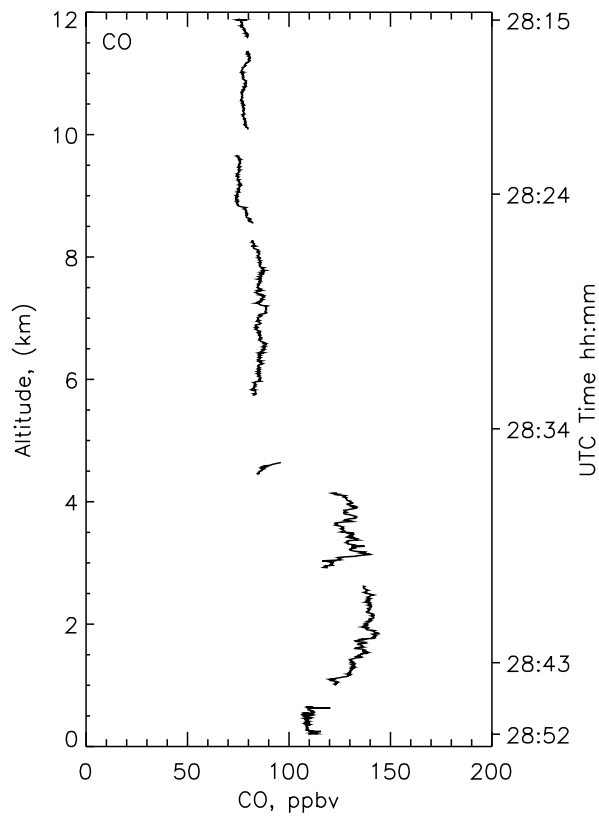
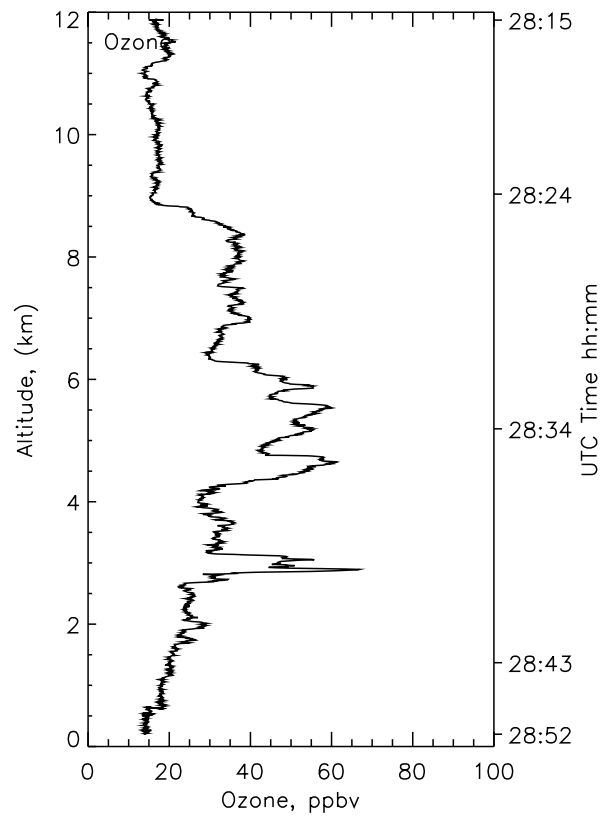
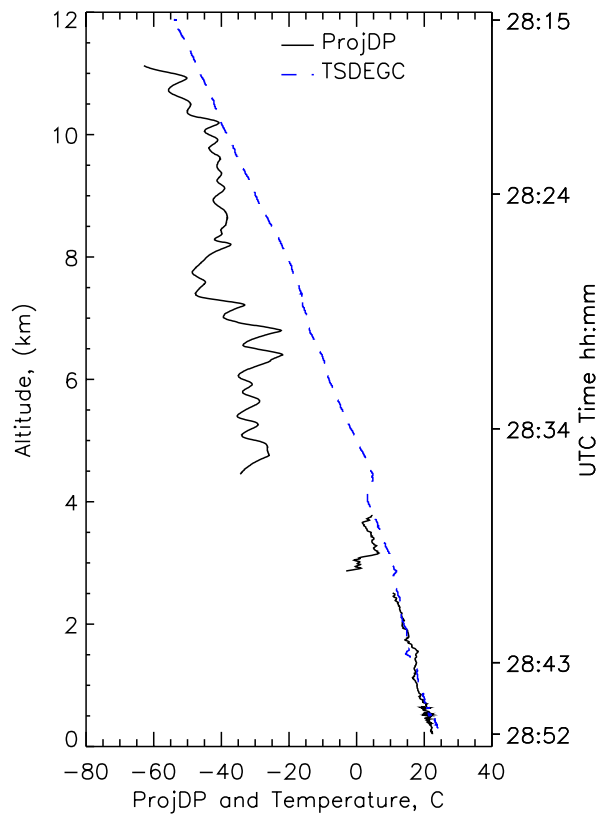
Profile #6 TRACE-P DC-8 Flight 05



Profile #7 TRACE-P DC-8 Flight 05



Profile #8 TRACE-P DC-8 Flight 05



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

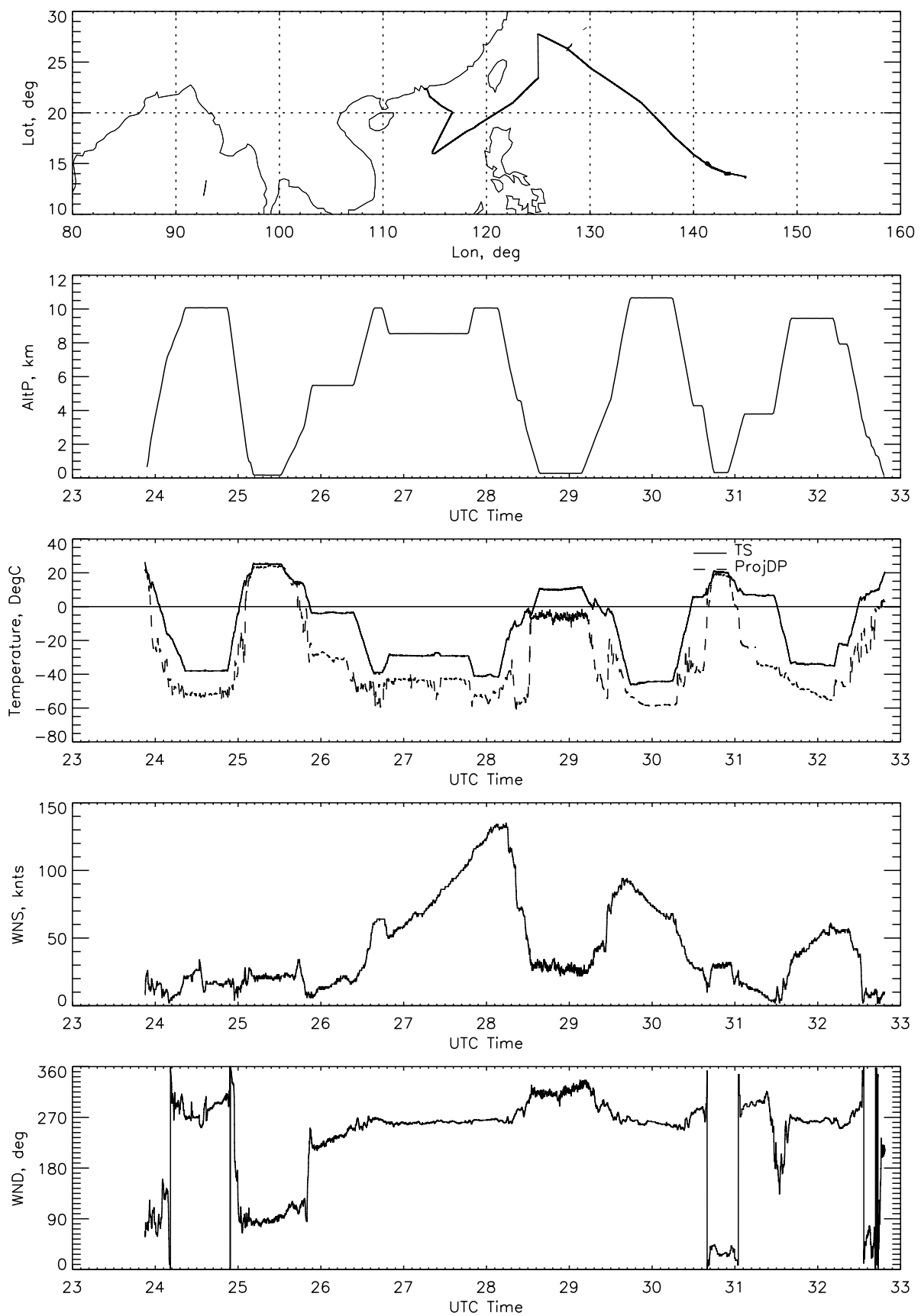
Flight 6D

Transit: Guam to Hong Kong

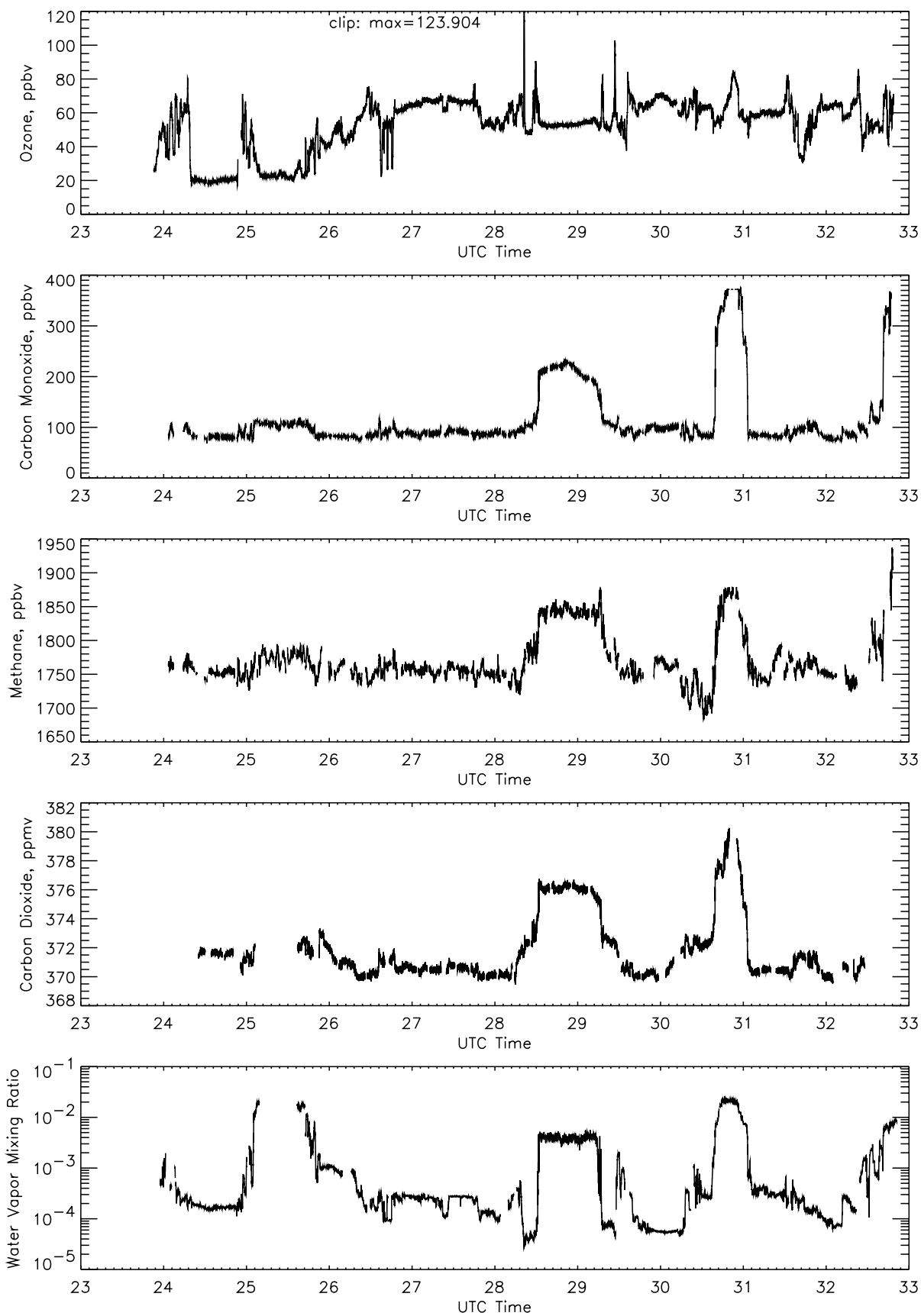
Asian Outflow: Frontal, Convective,
and South China Sea

March 3, 2001

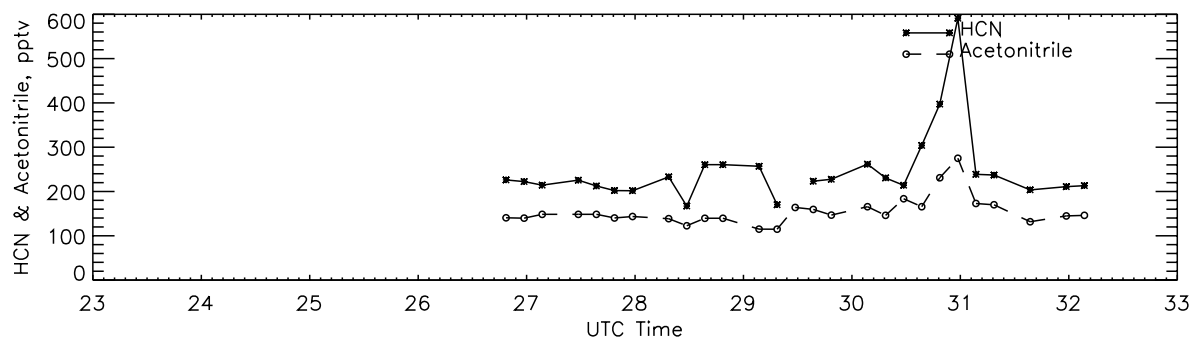
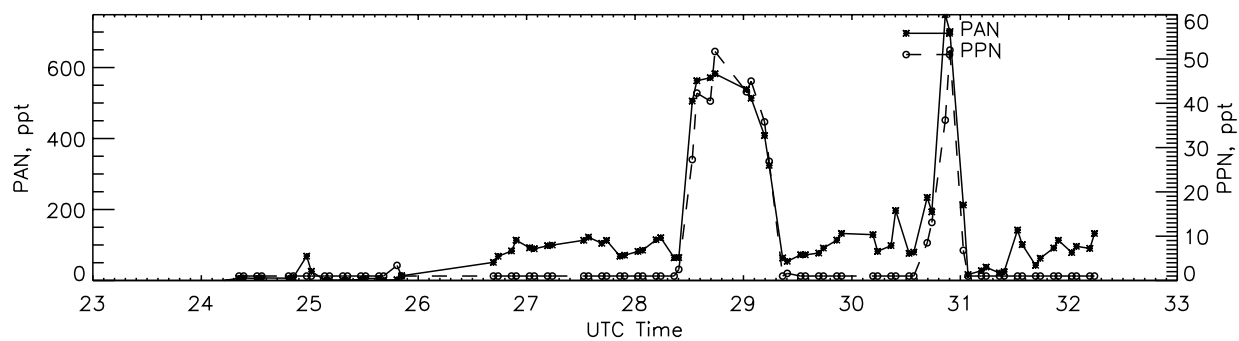
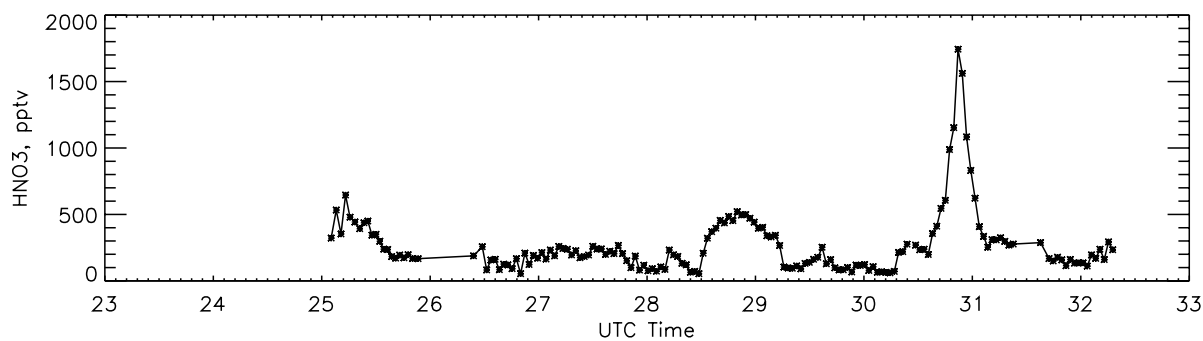
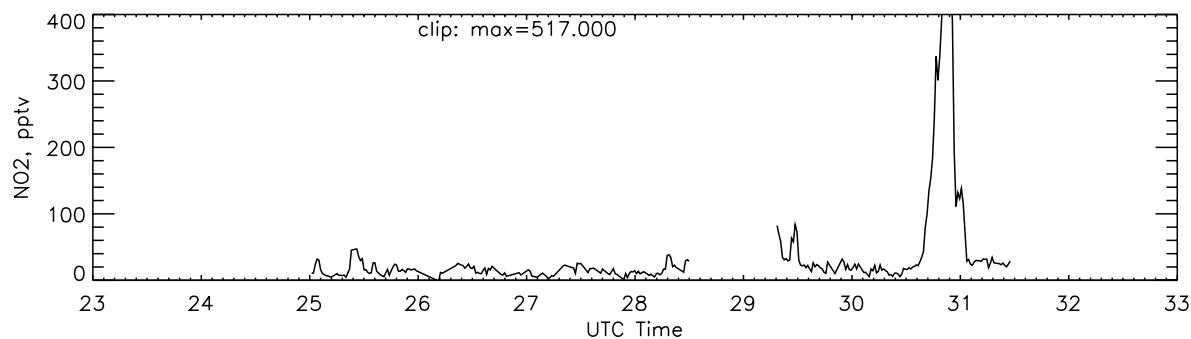
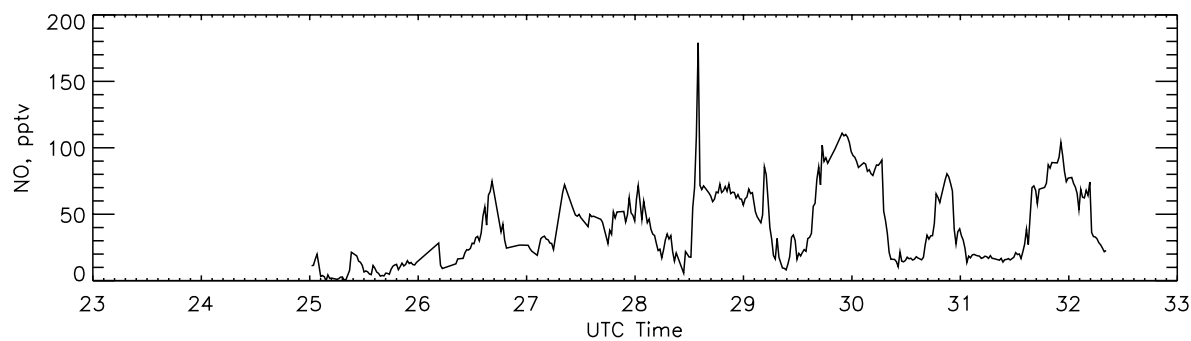
FINAL DATA: TRACE-P DC-8 Flight 06



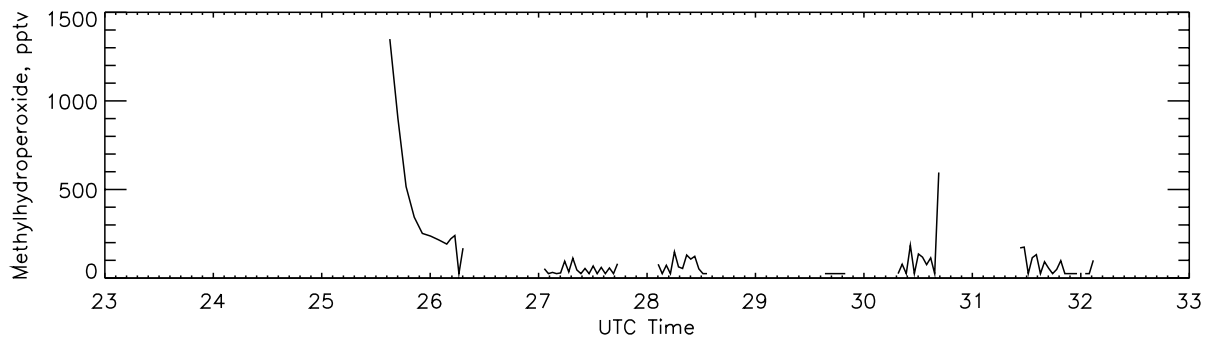
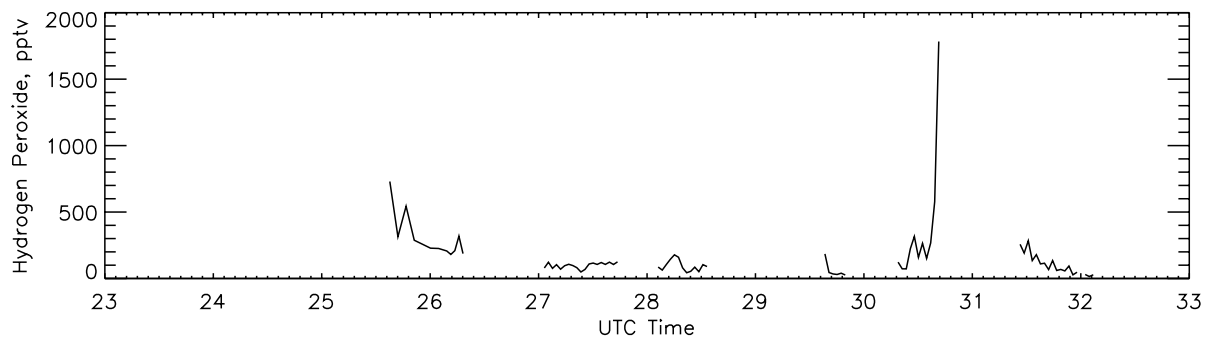
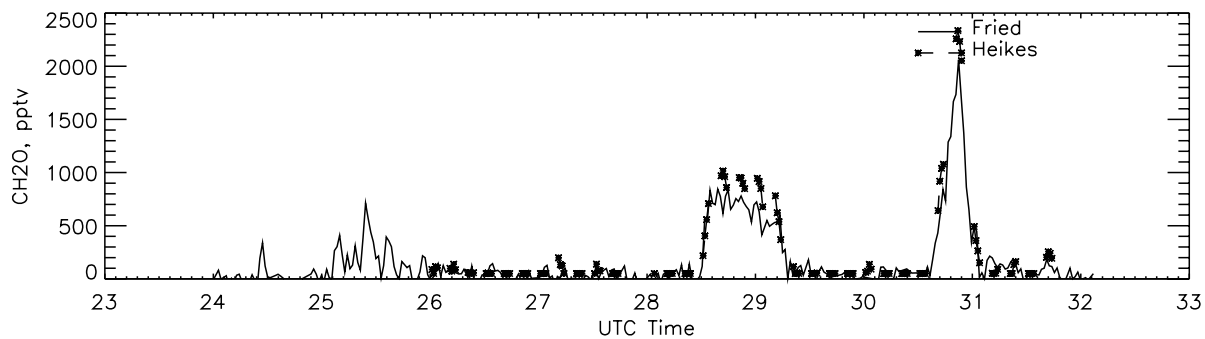
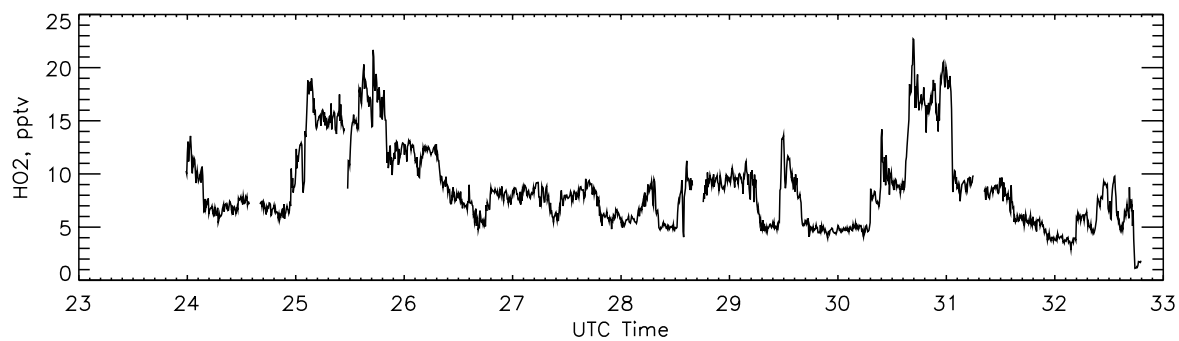
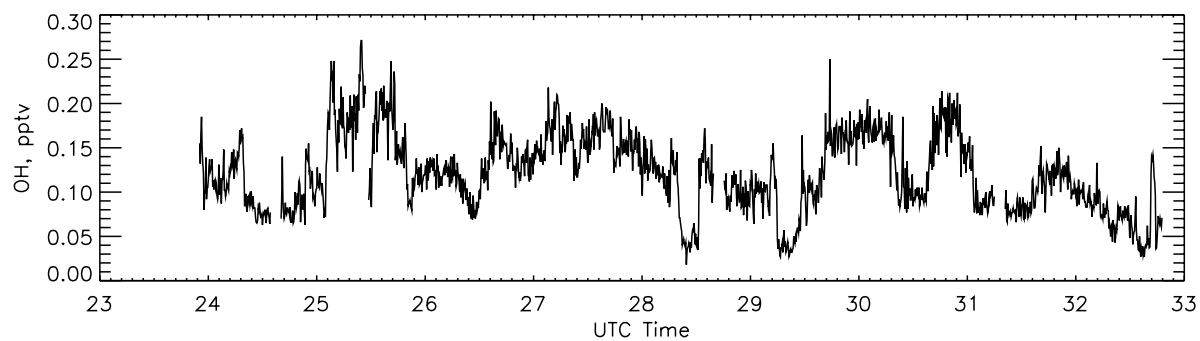
FINAL DATA: TRACE-P DC-8 Flight 06



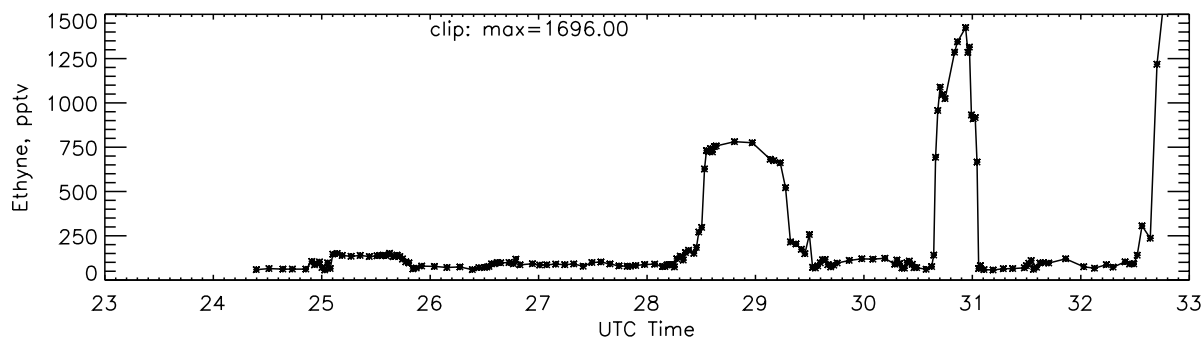
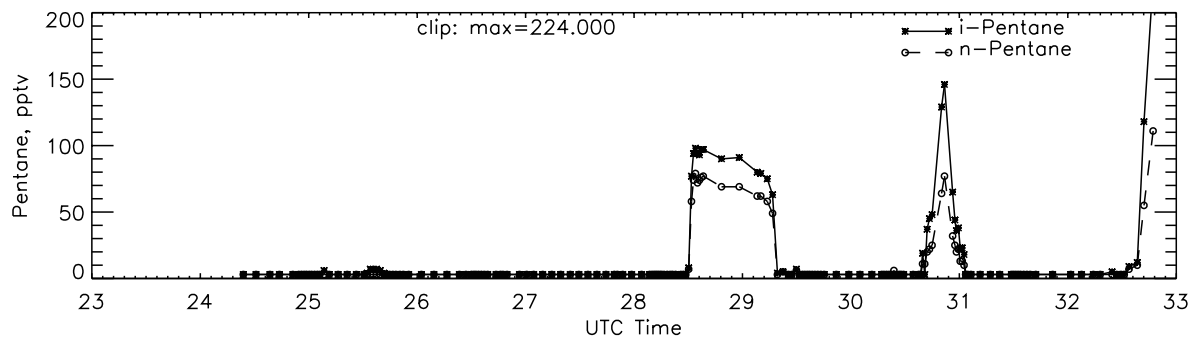
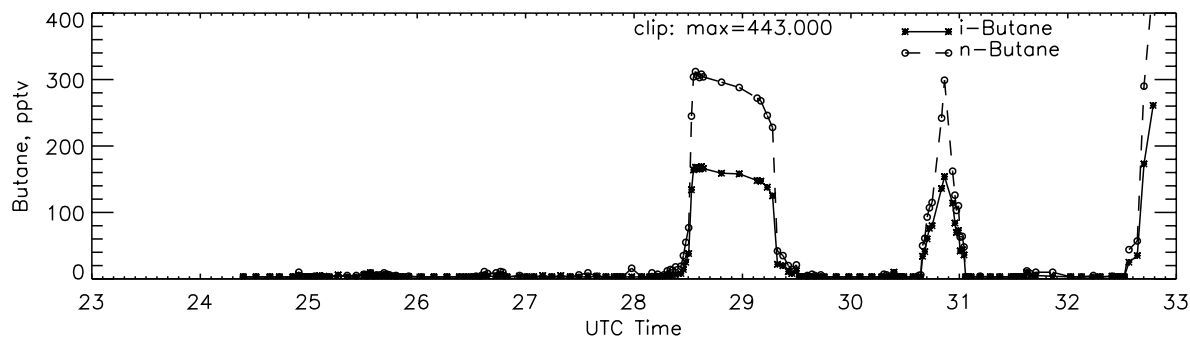
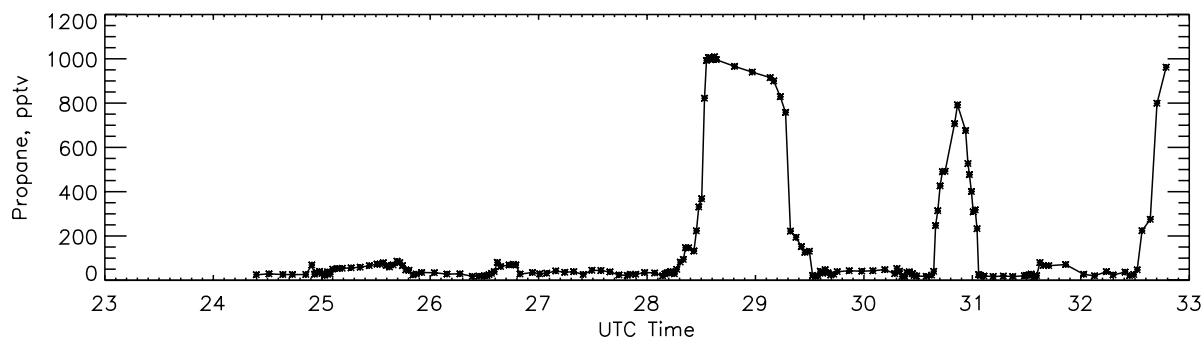
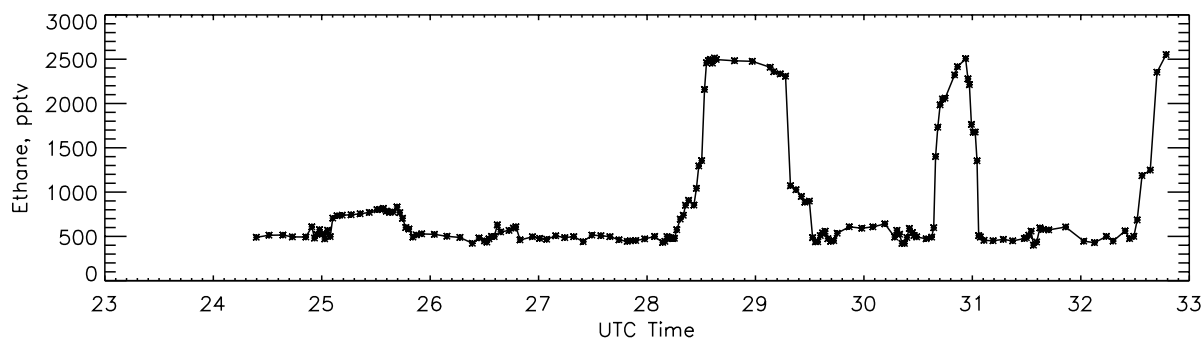
FINAL DATA: TRACE-P DC-8 Flight 06



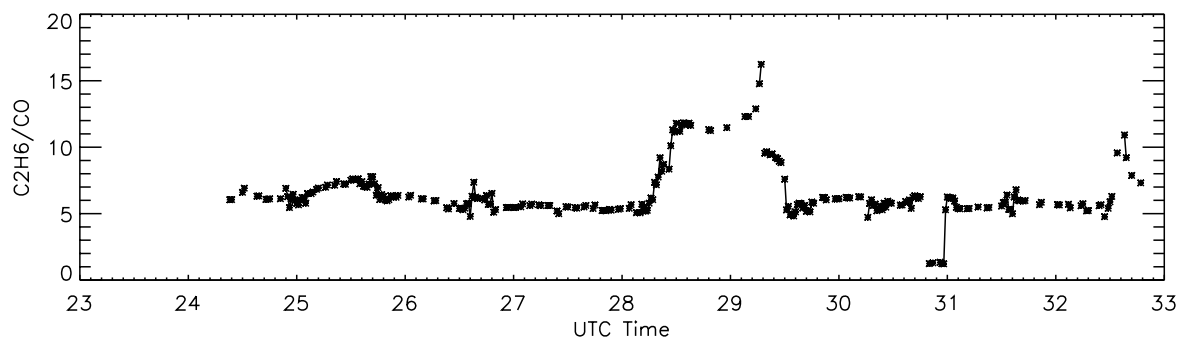
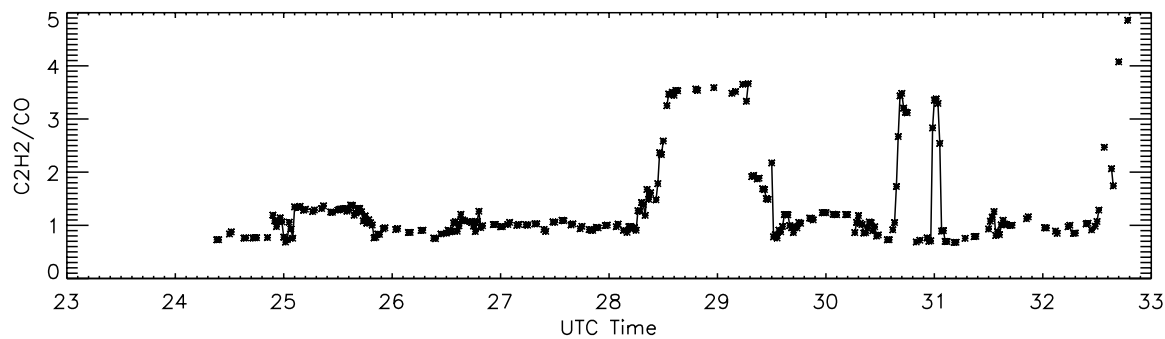
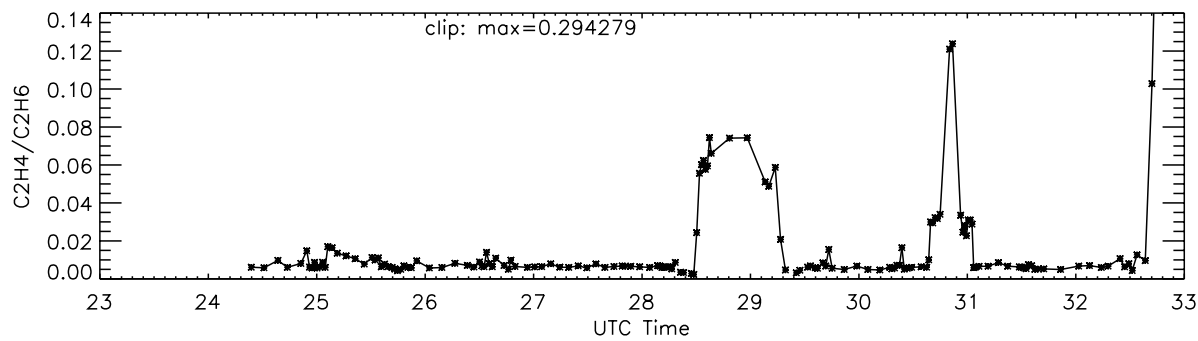
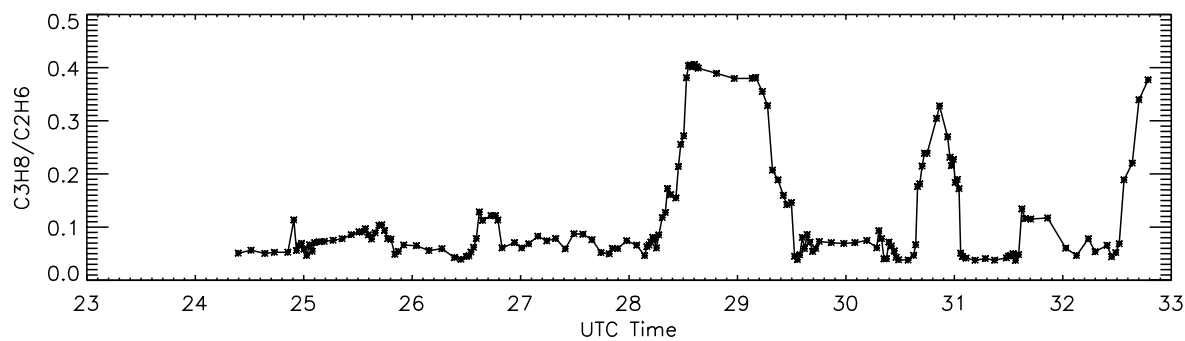
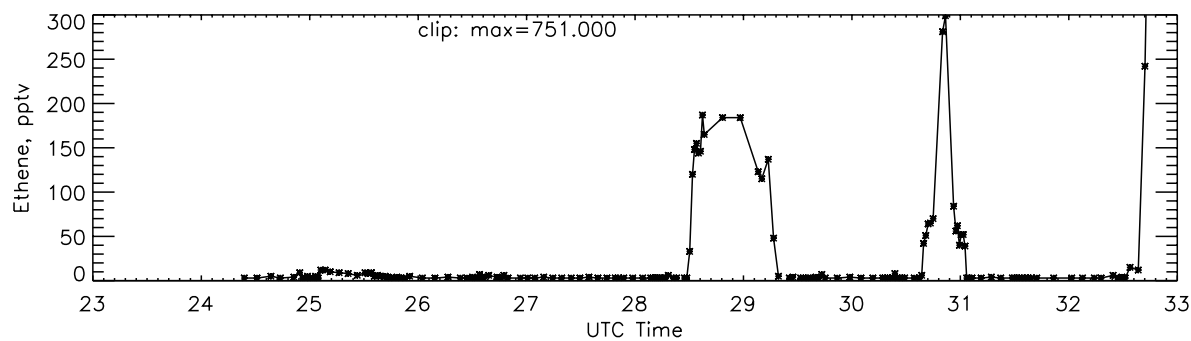
FINAL DATA: TRACE-P DC-8 Flight 06



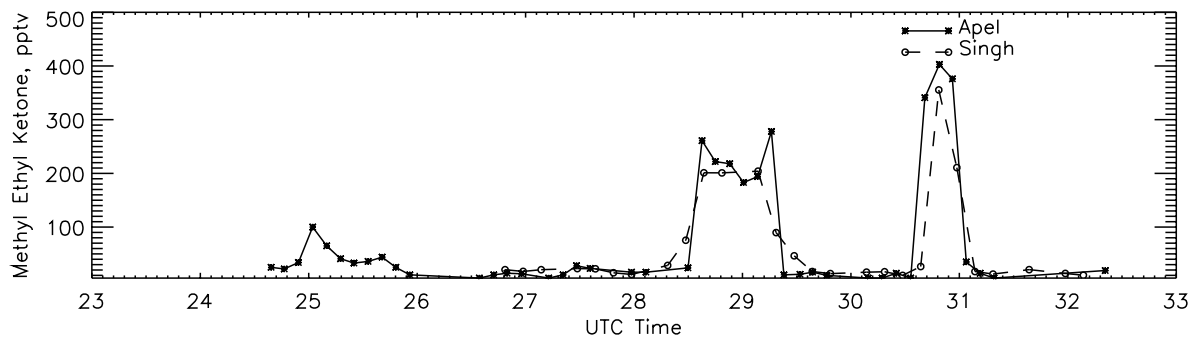
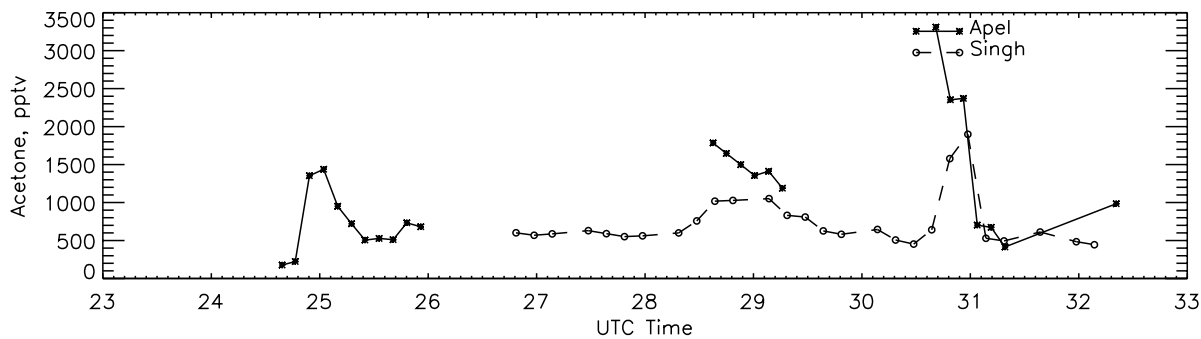
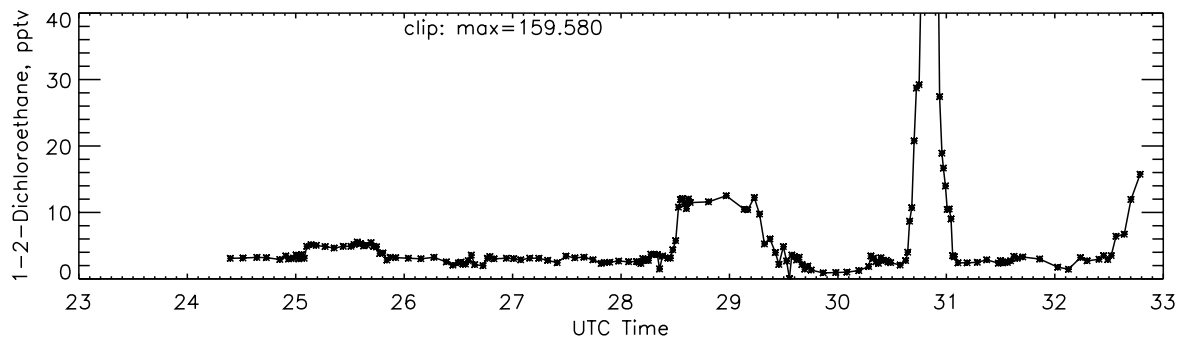
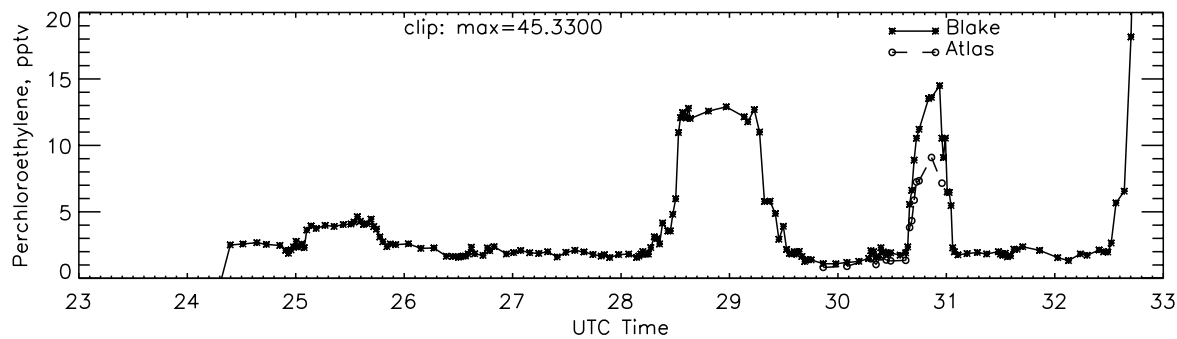
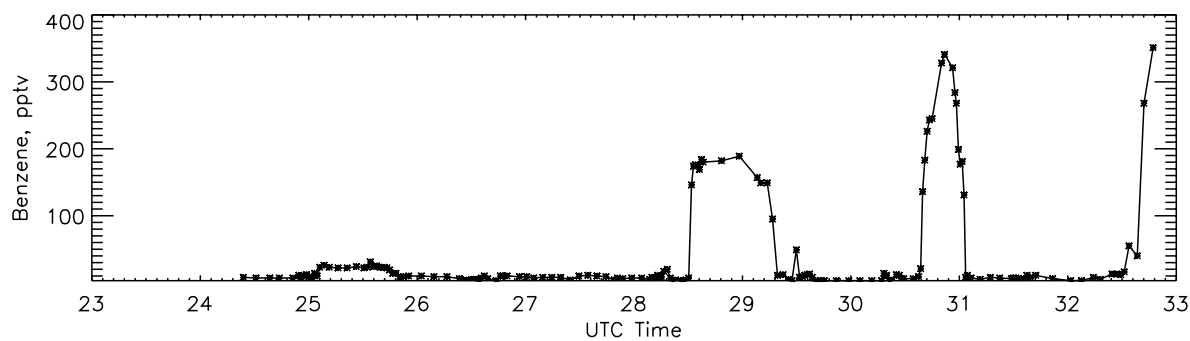
FINAL DATA: TRACE-P DC-8 Flight 06



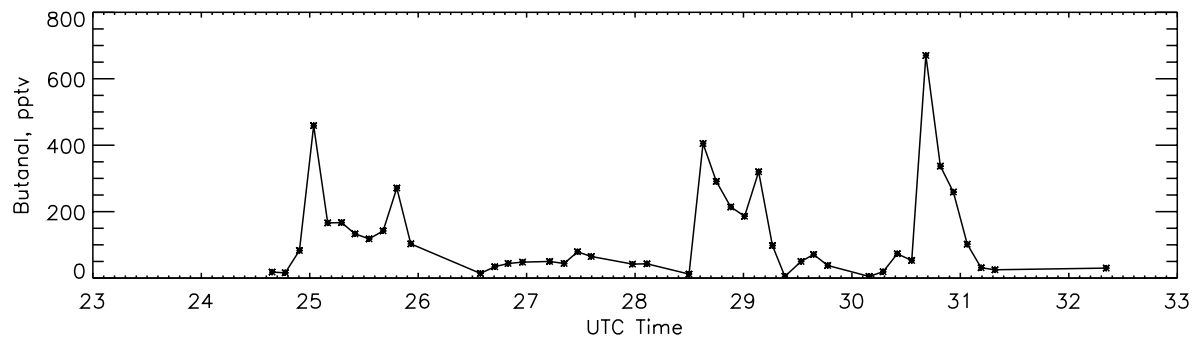
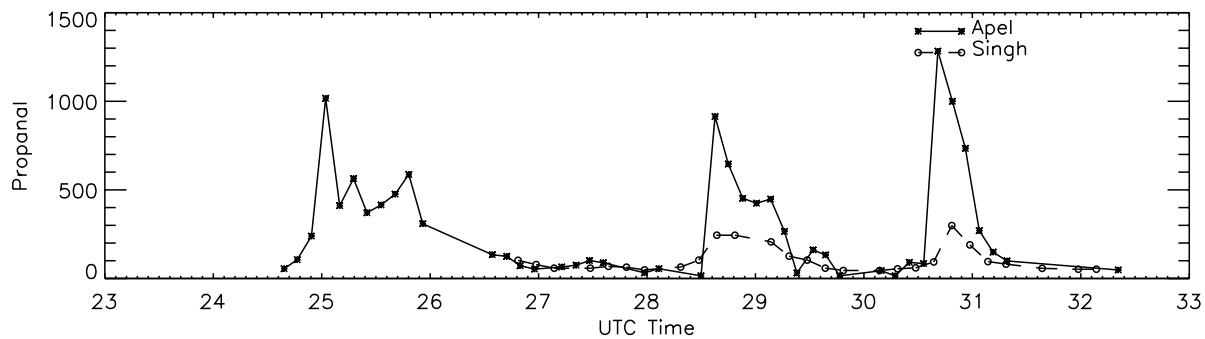
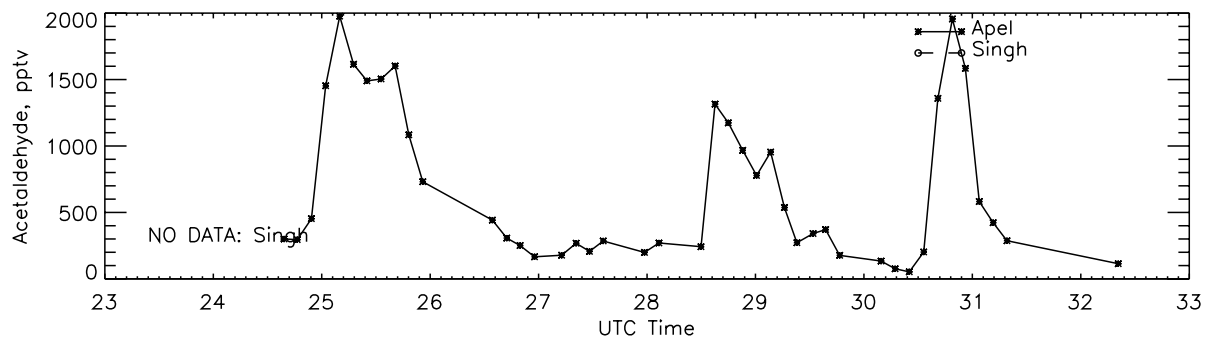
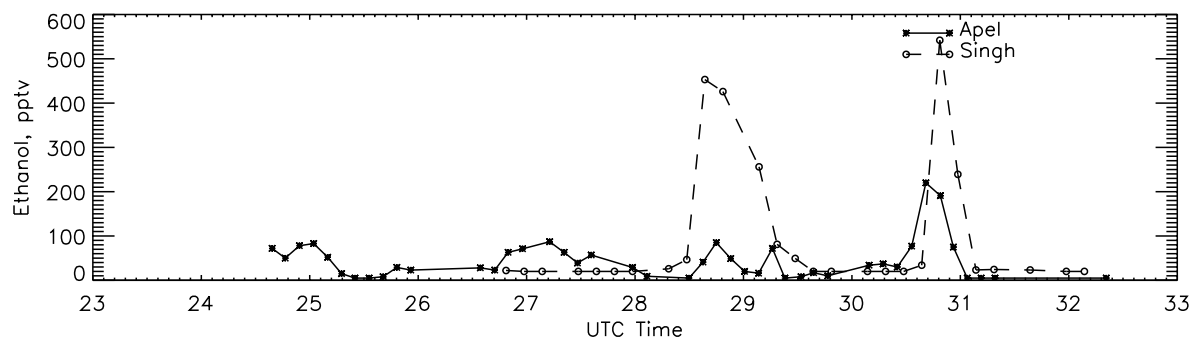
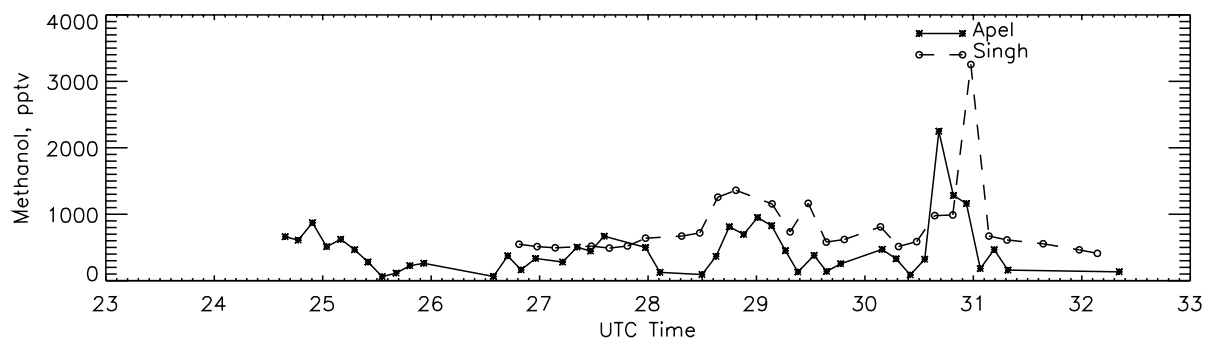
FINAL DATA: TRACE-P DC-8 Flight 06



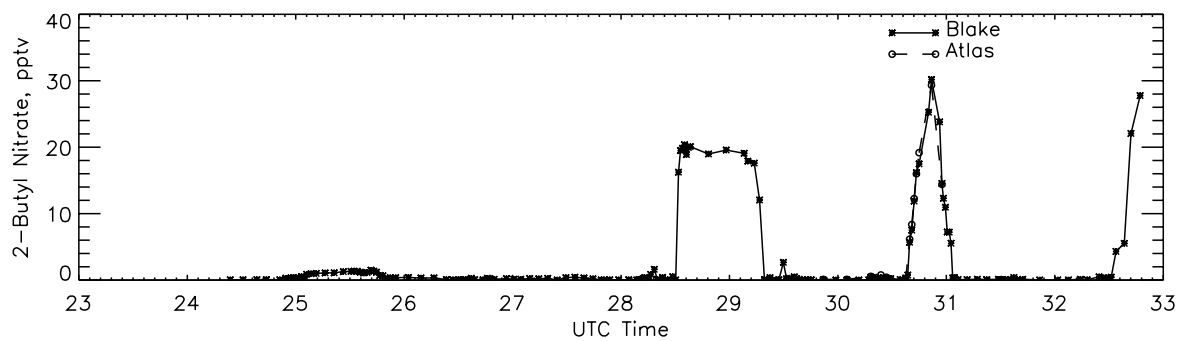
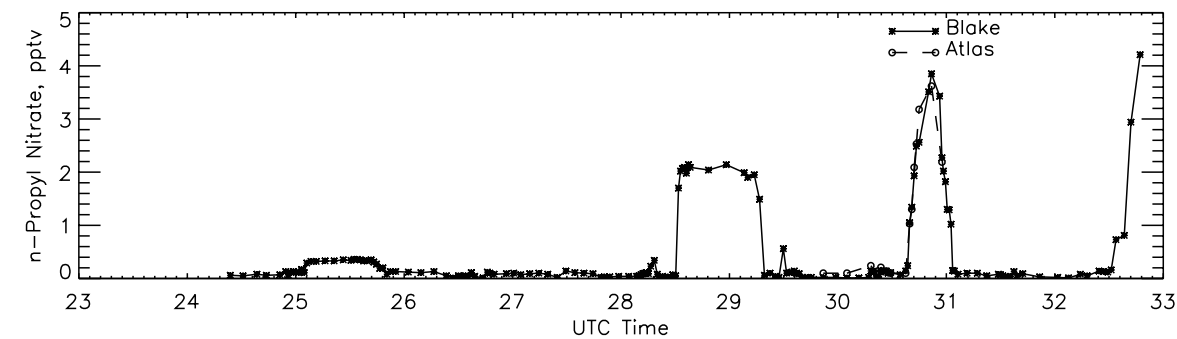
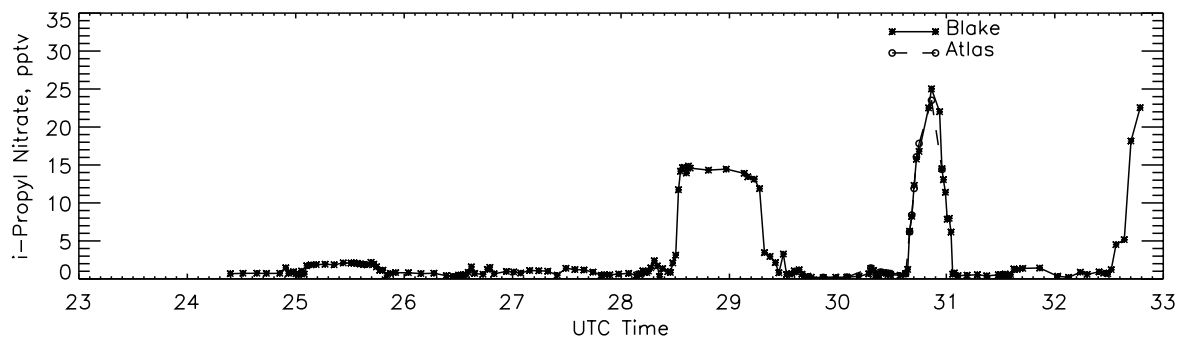
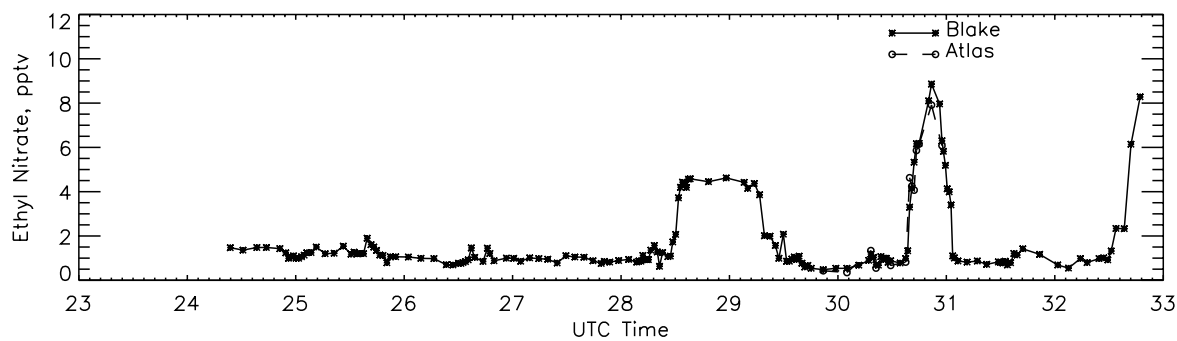
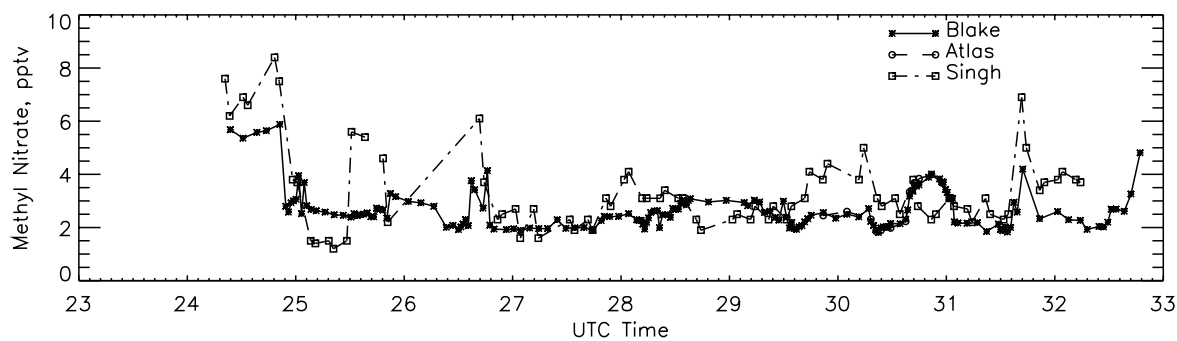
FINAL DATA: TRACE-P DC-8 Flight 06



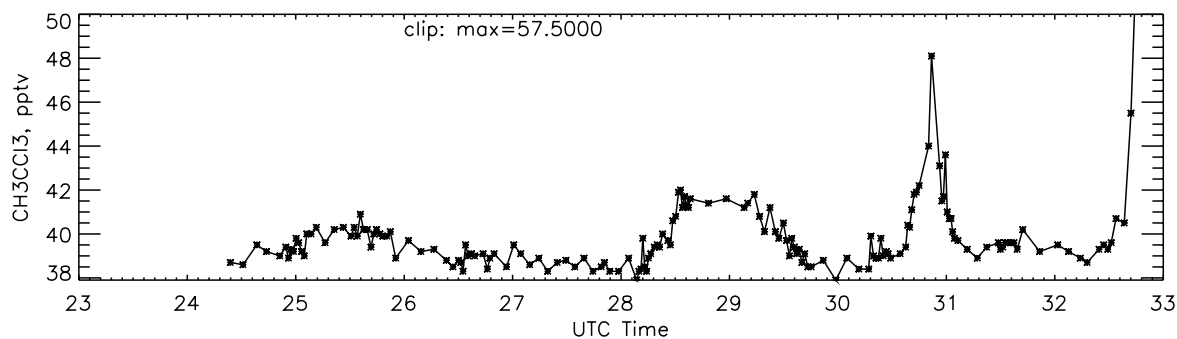
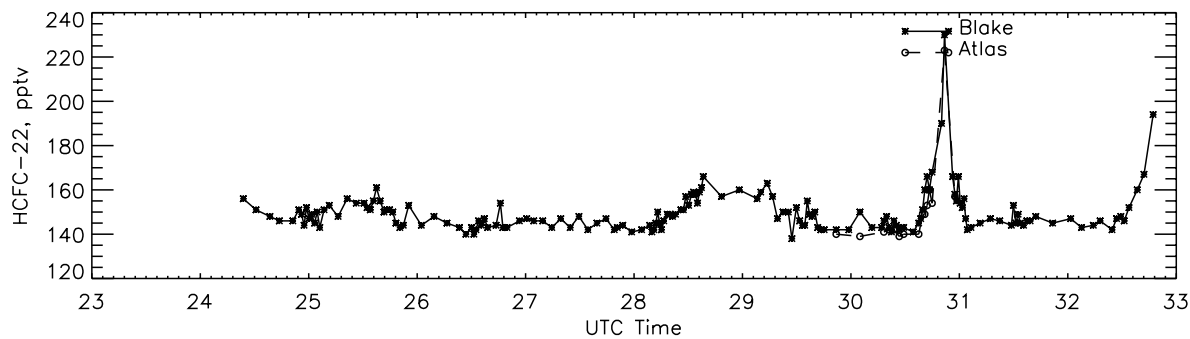
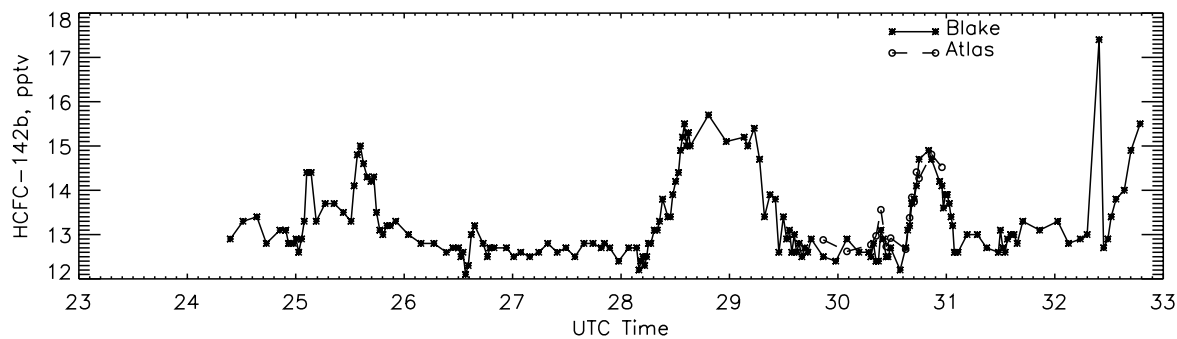
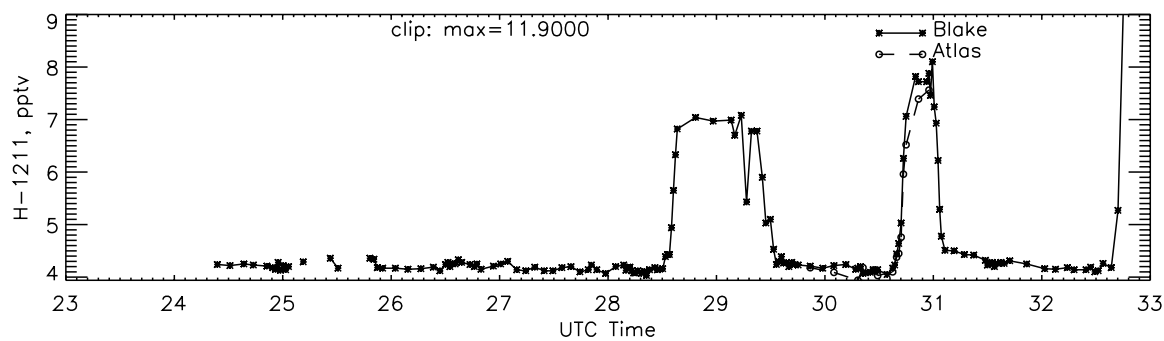
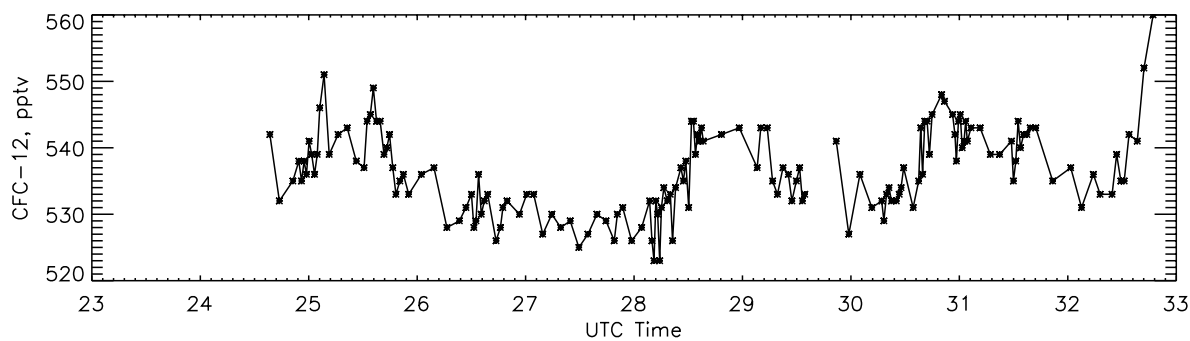
FINAL DATA: TRACE-P DC-8 Flight 06



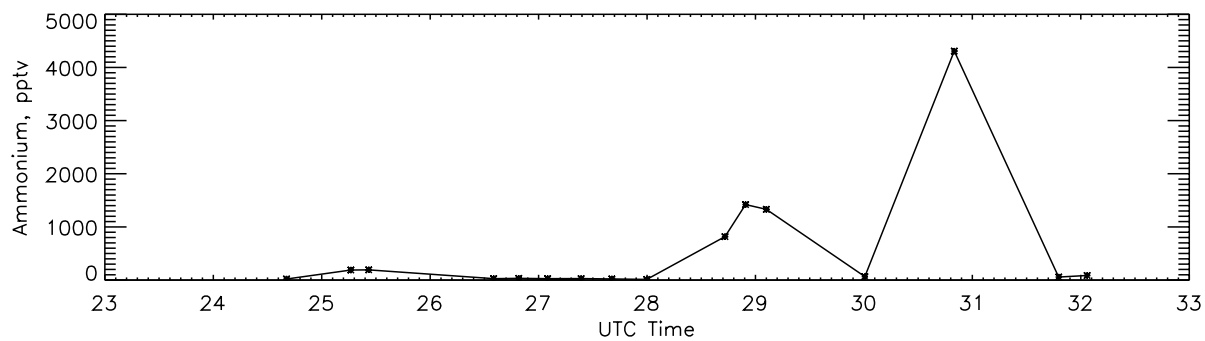
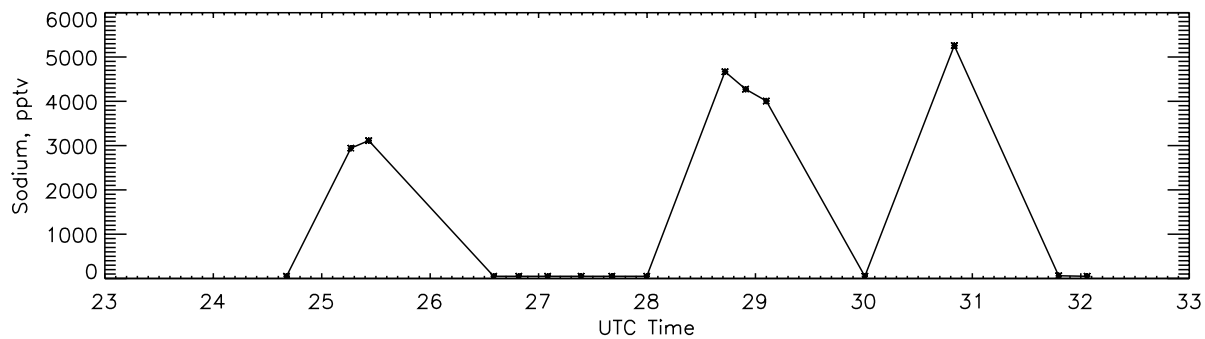
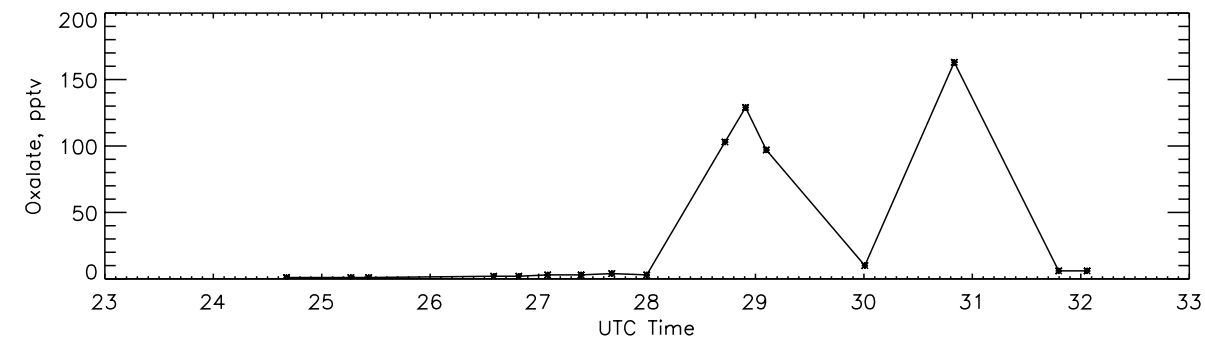
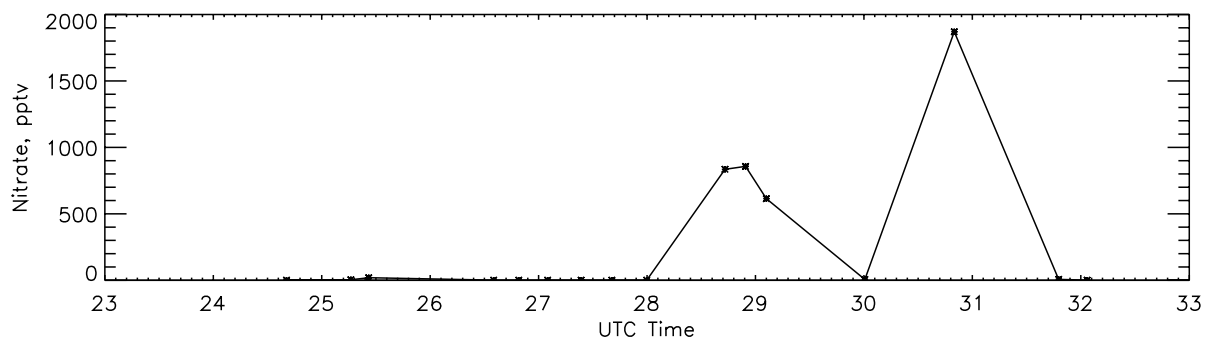
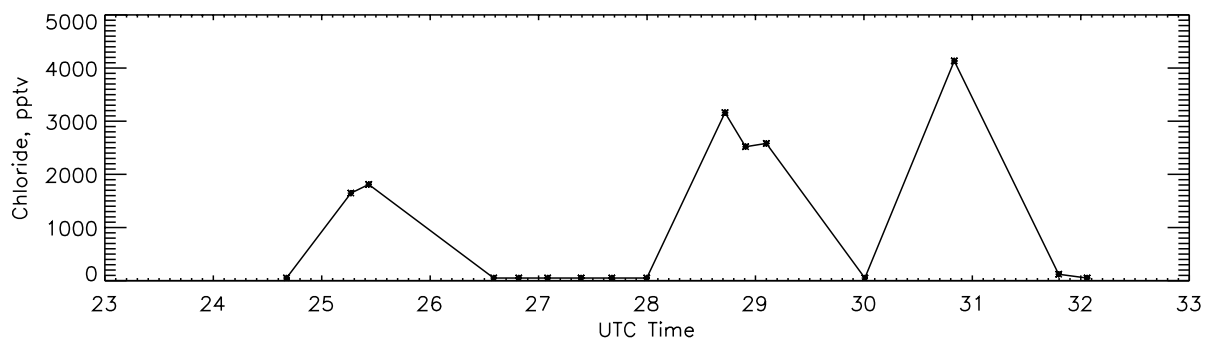
FINAL DATA: TRACE-P DC-8 Flight 06



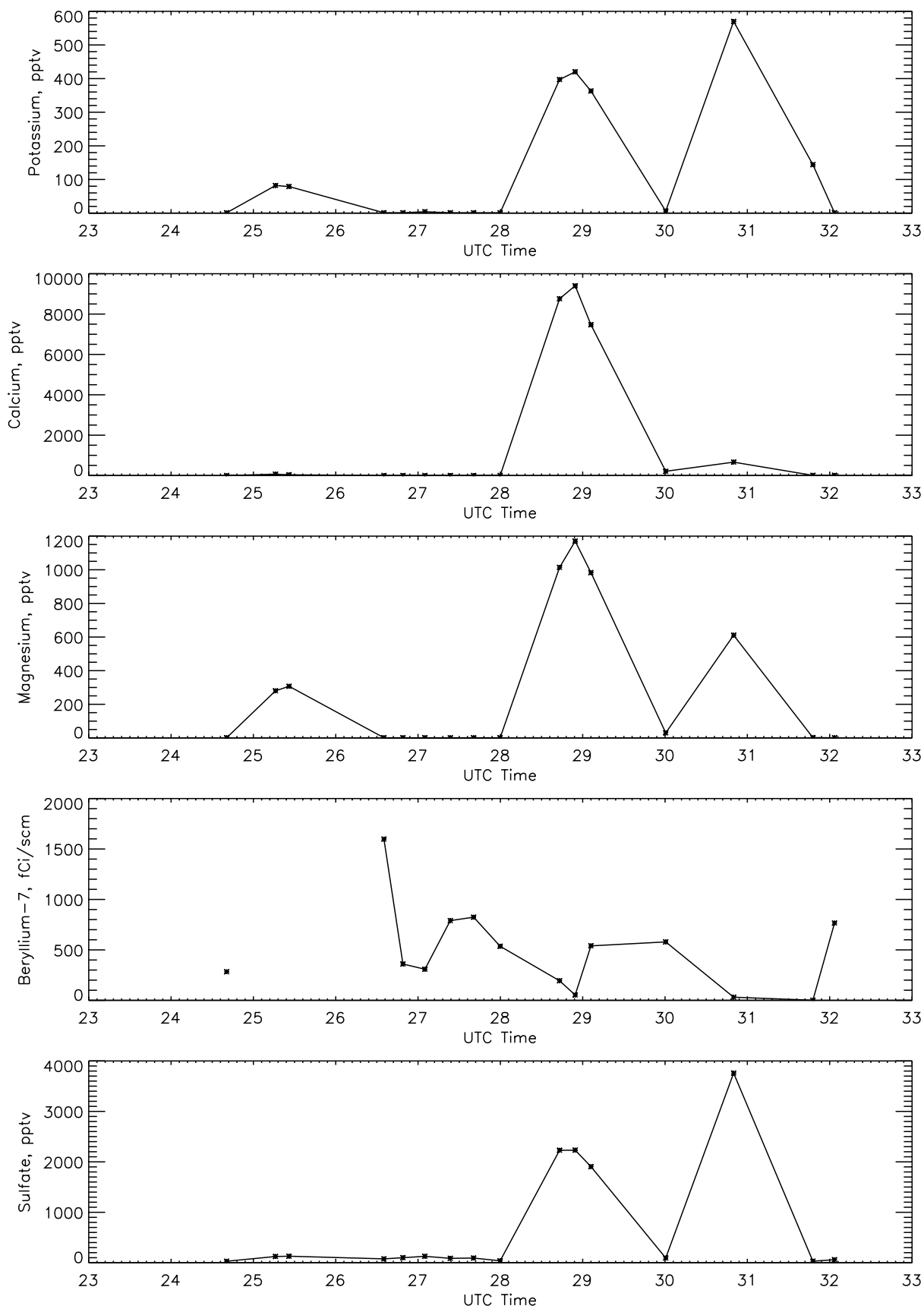
FINAL DATA: TRACE-P DC-8 Flight 06



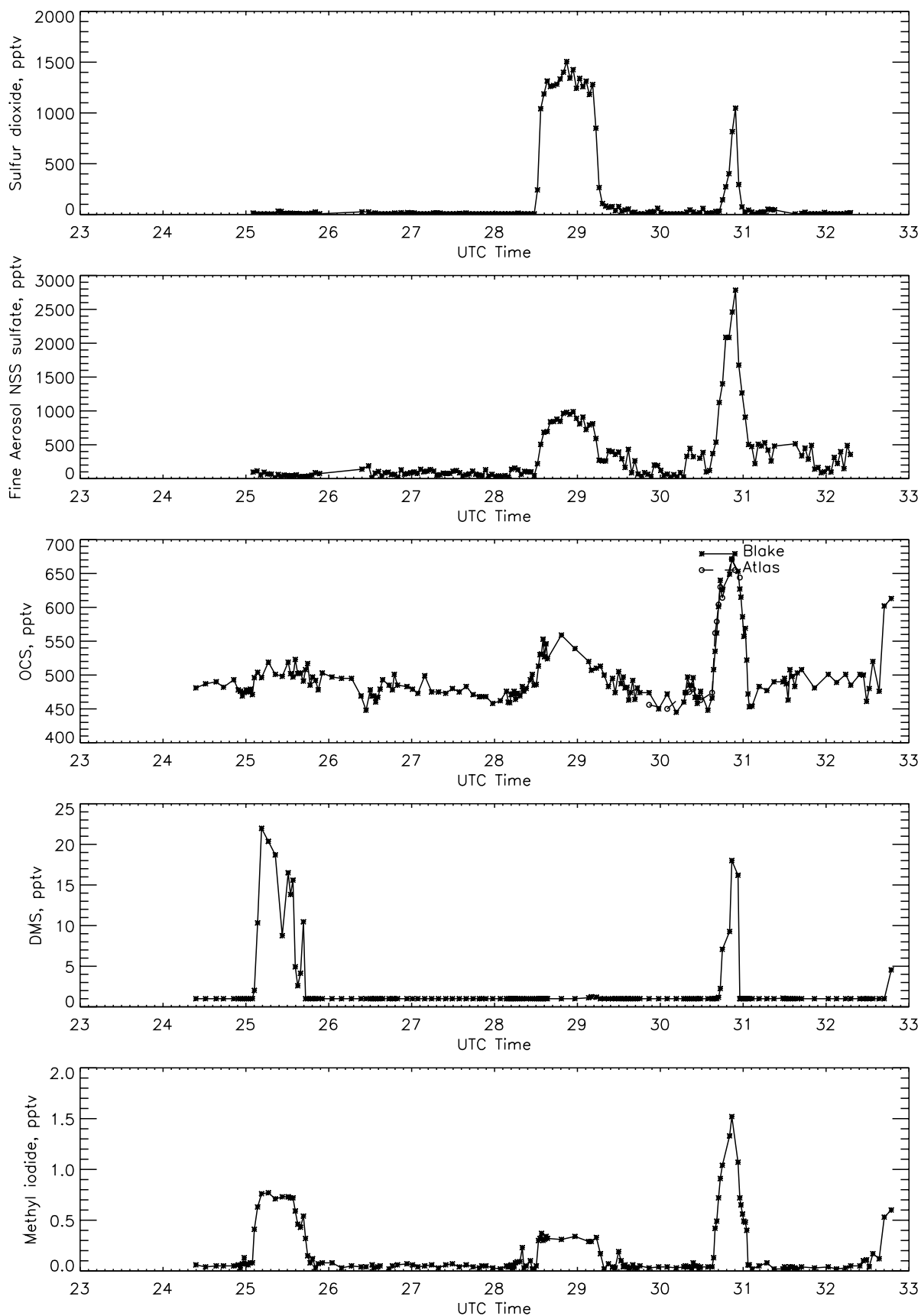
FINAL DATA: TRACE-P DC-8 Flight 06



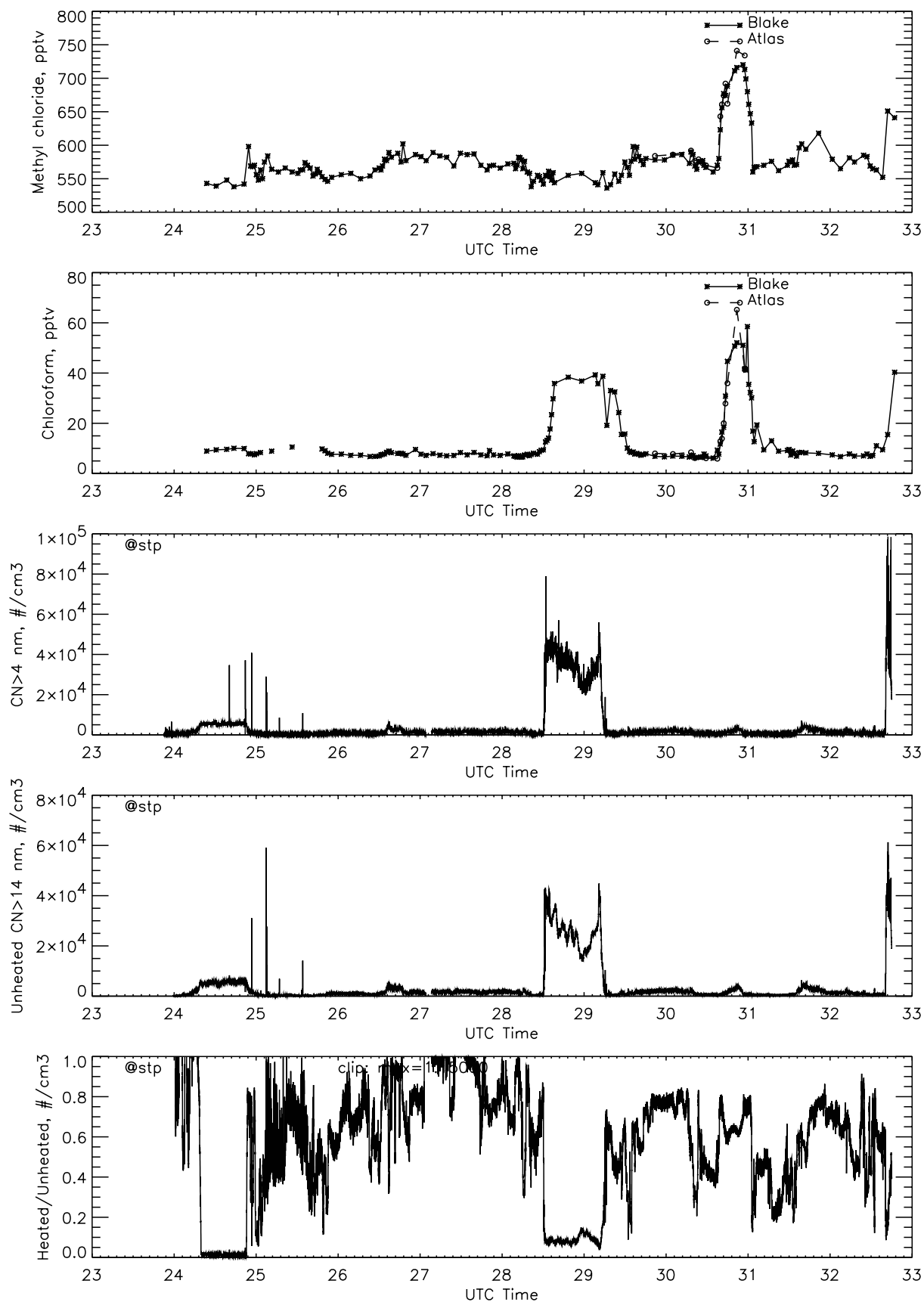
FINAL DATA: TRACE-P DC-8 Flight 06



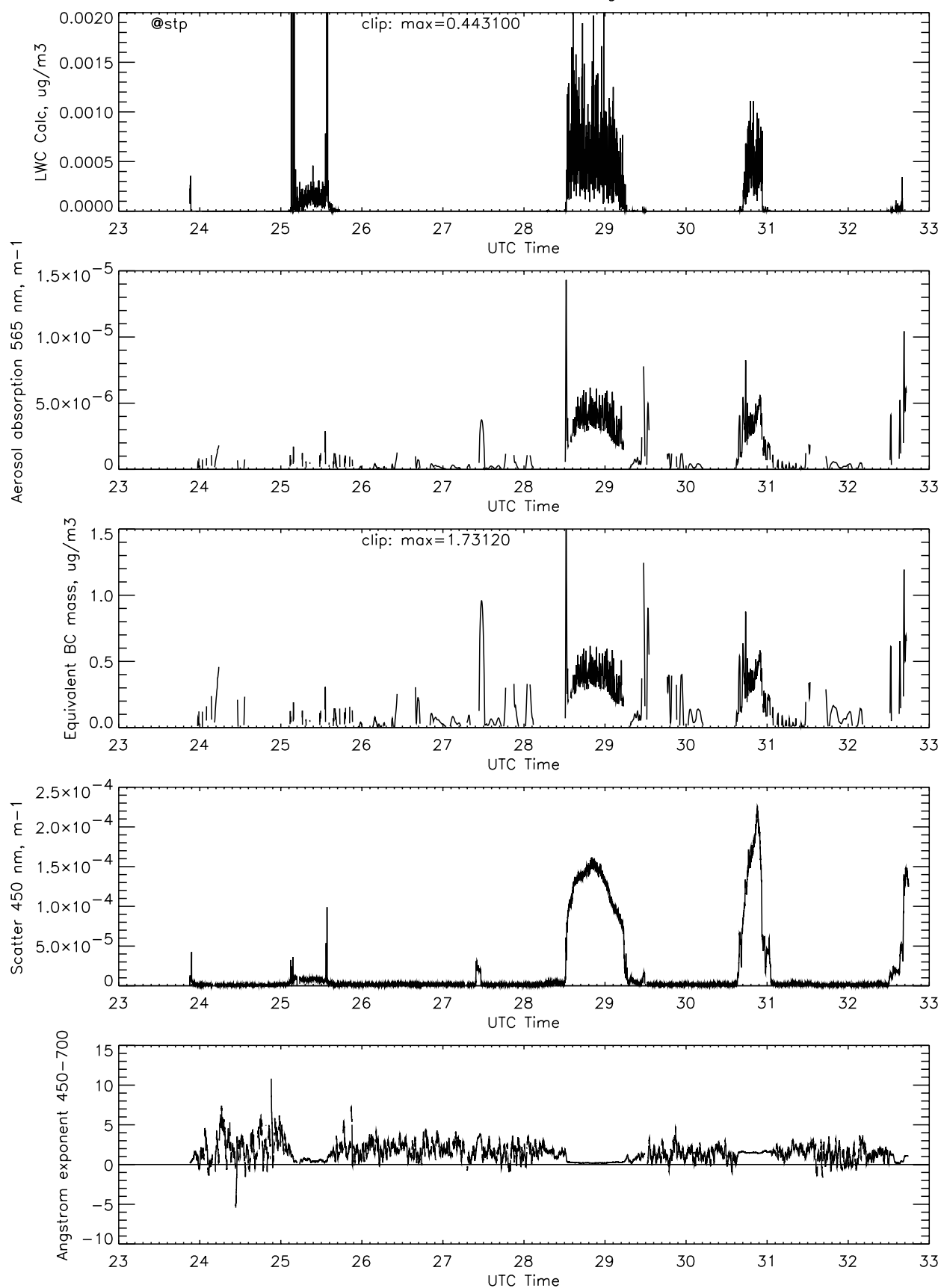
FINAL DATA: TRACE-P DC-8 Flight 06



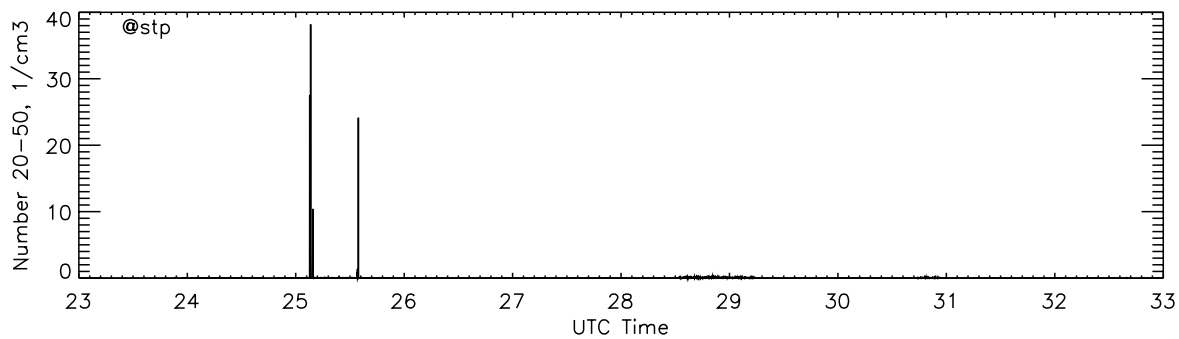
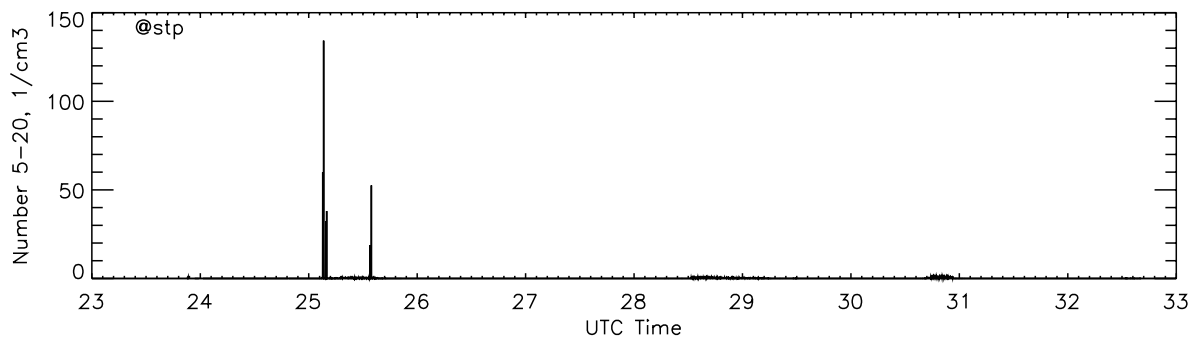
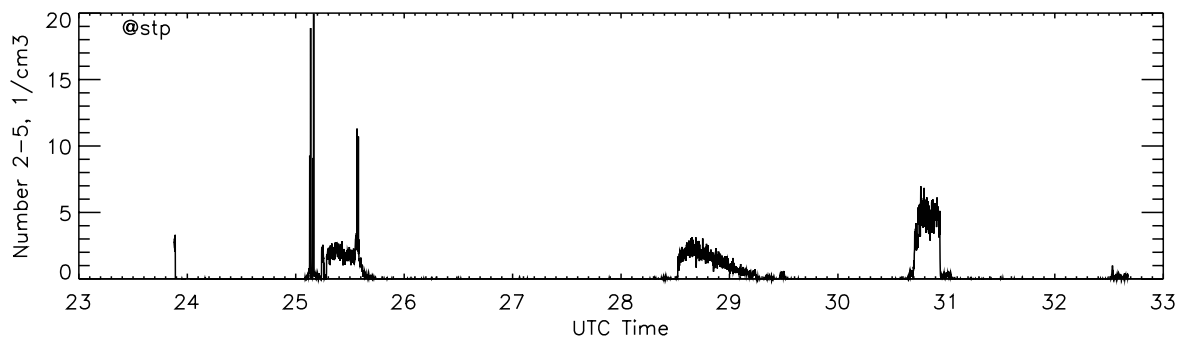
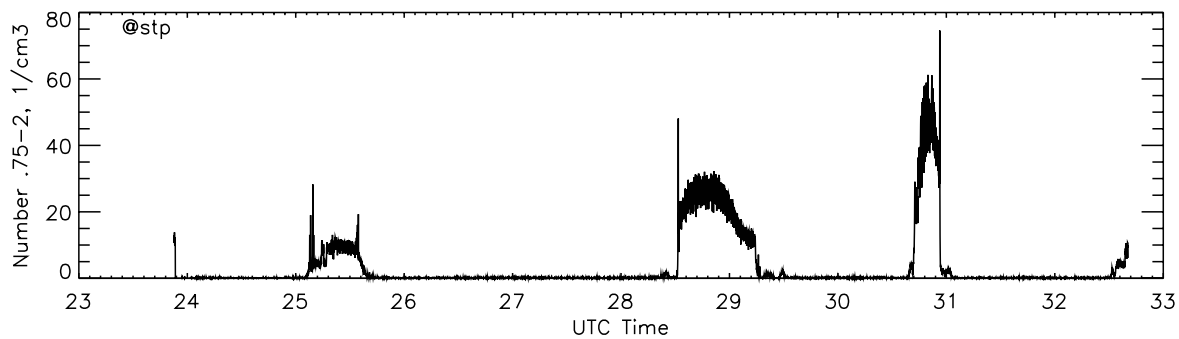
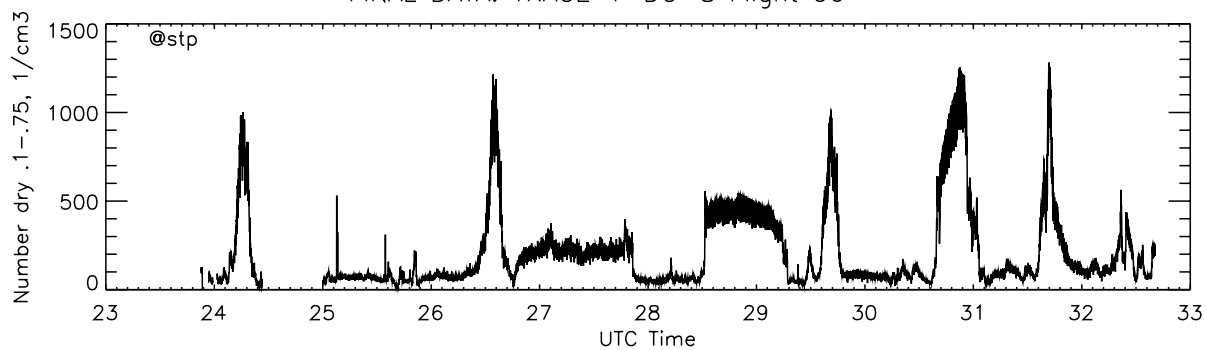
FINAL DATA: TRACE-P DC-8 Flight 06



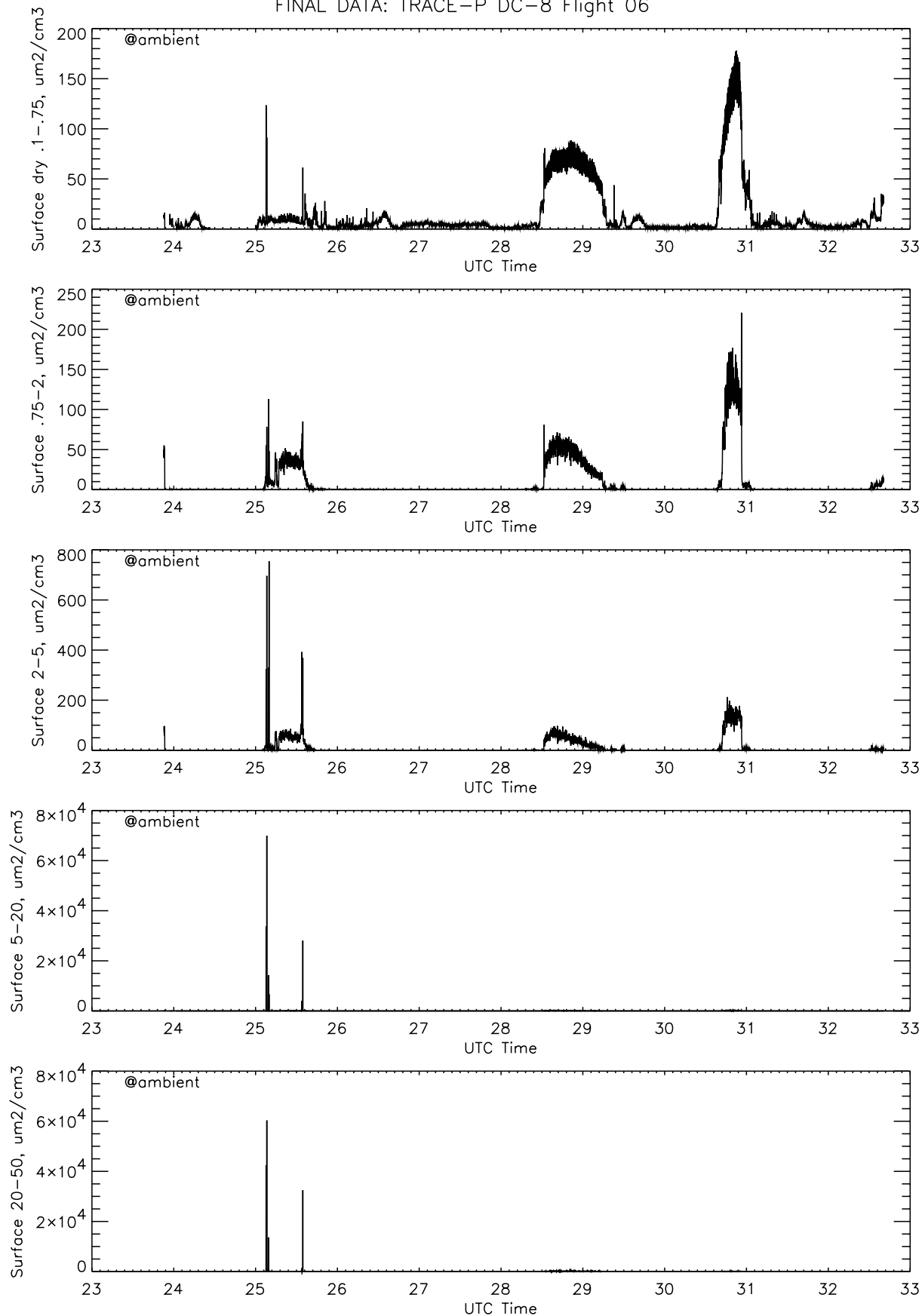
FINAL DATA: TRACE-P DC-8 Flight 06



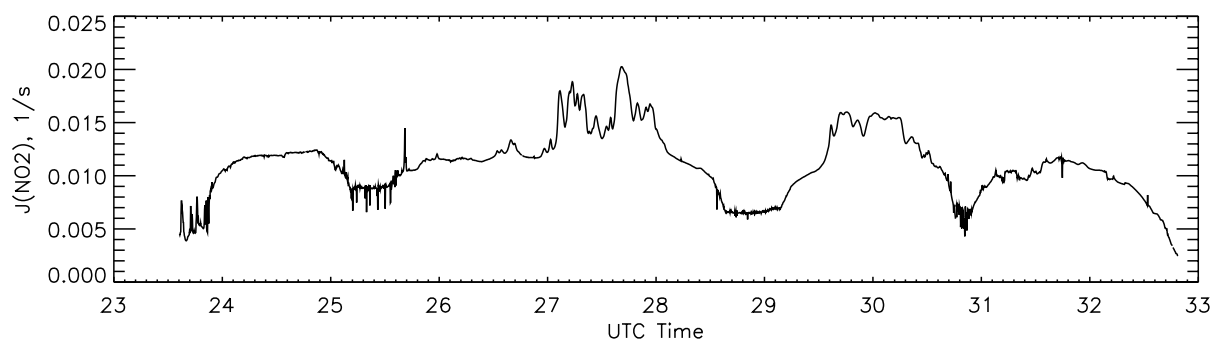
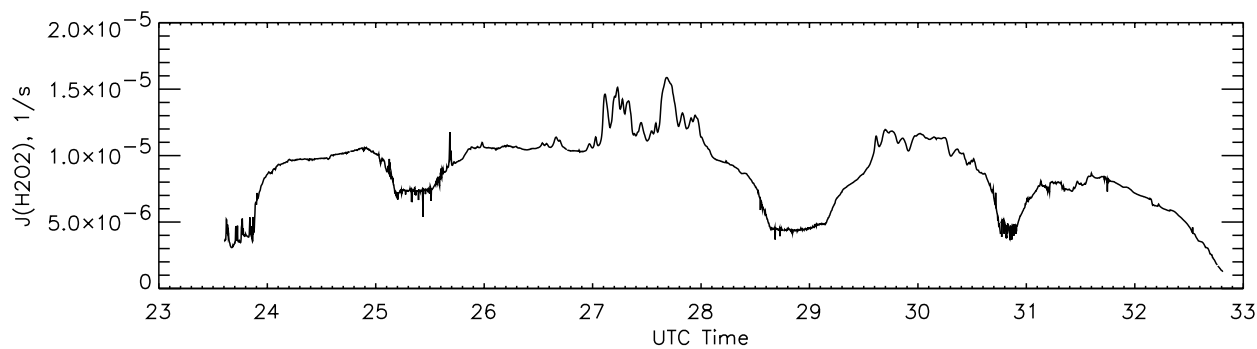
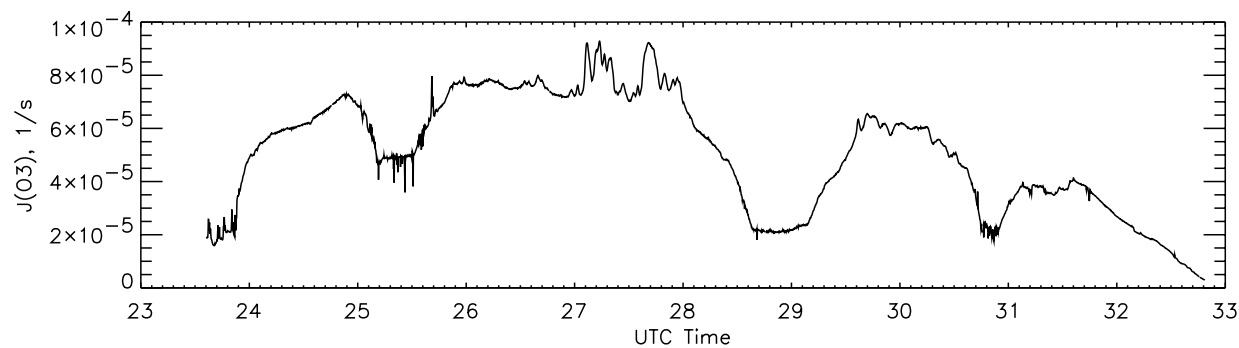
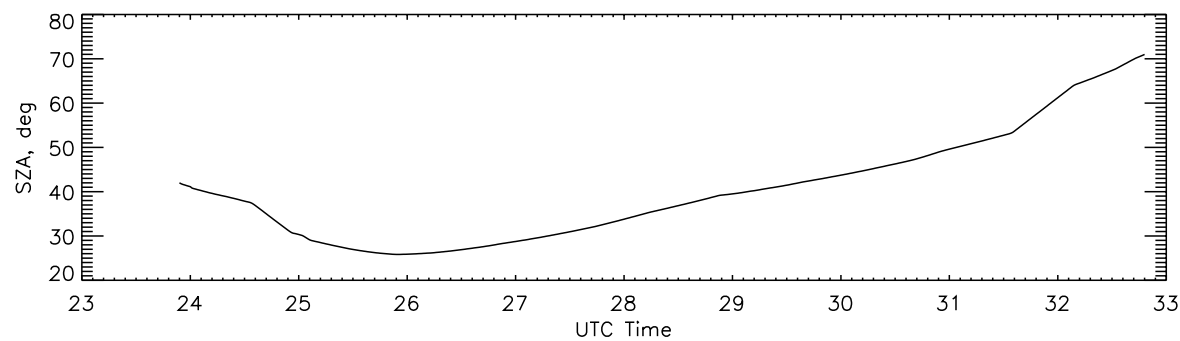
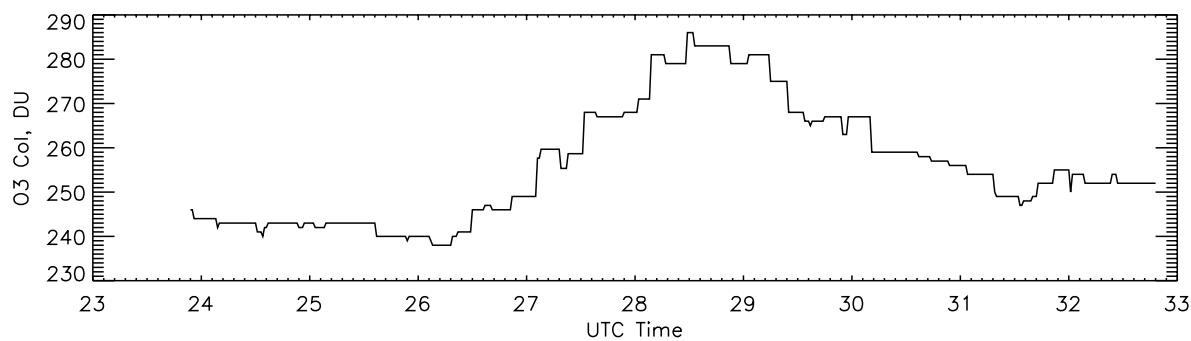
FINAL DATA: TRACE-P DC-8 Flight 06



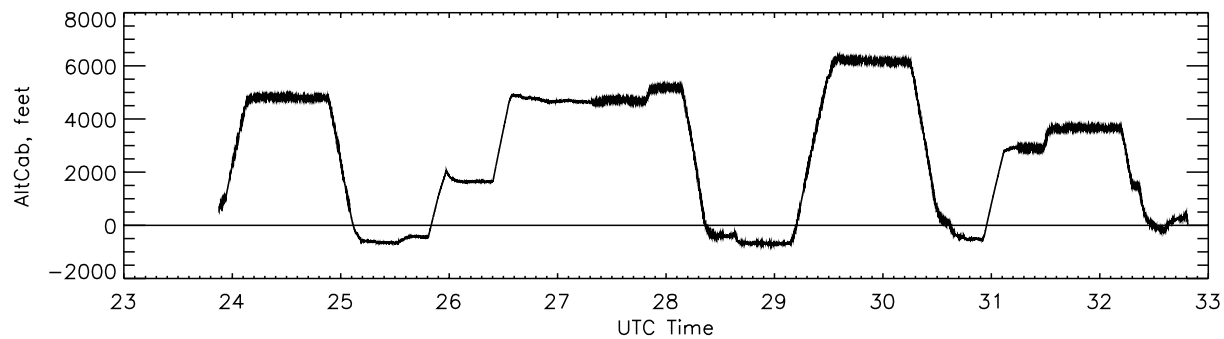
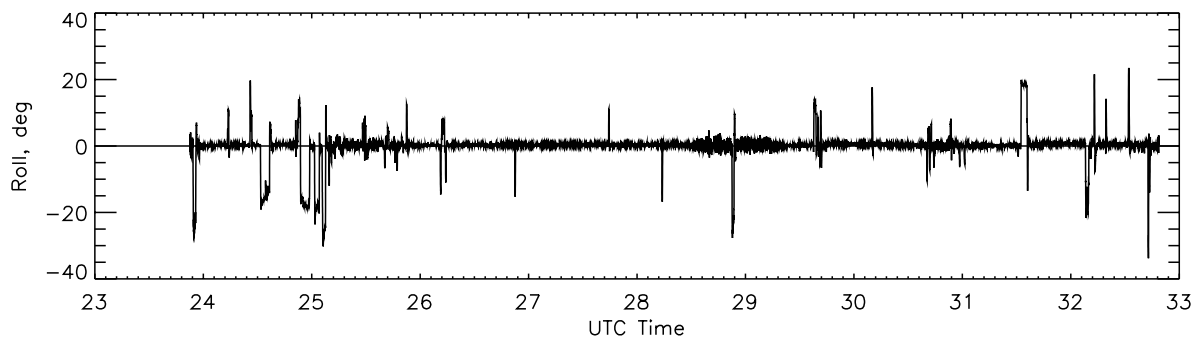
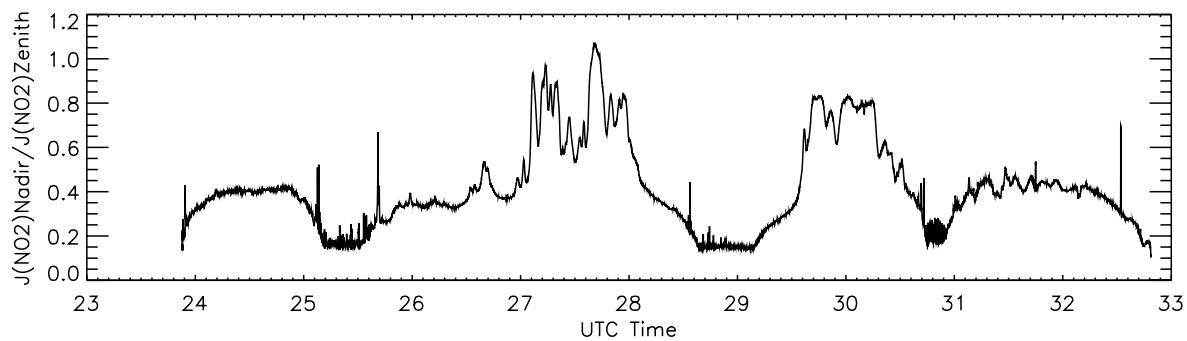
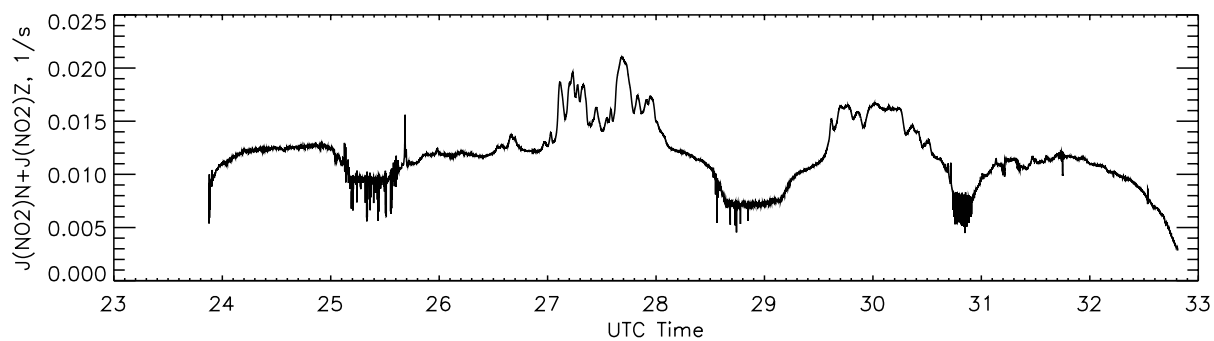
FINAL DATA: TRACE-P DC-8 Flight 06



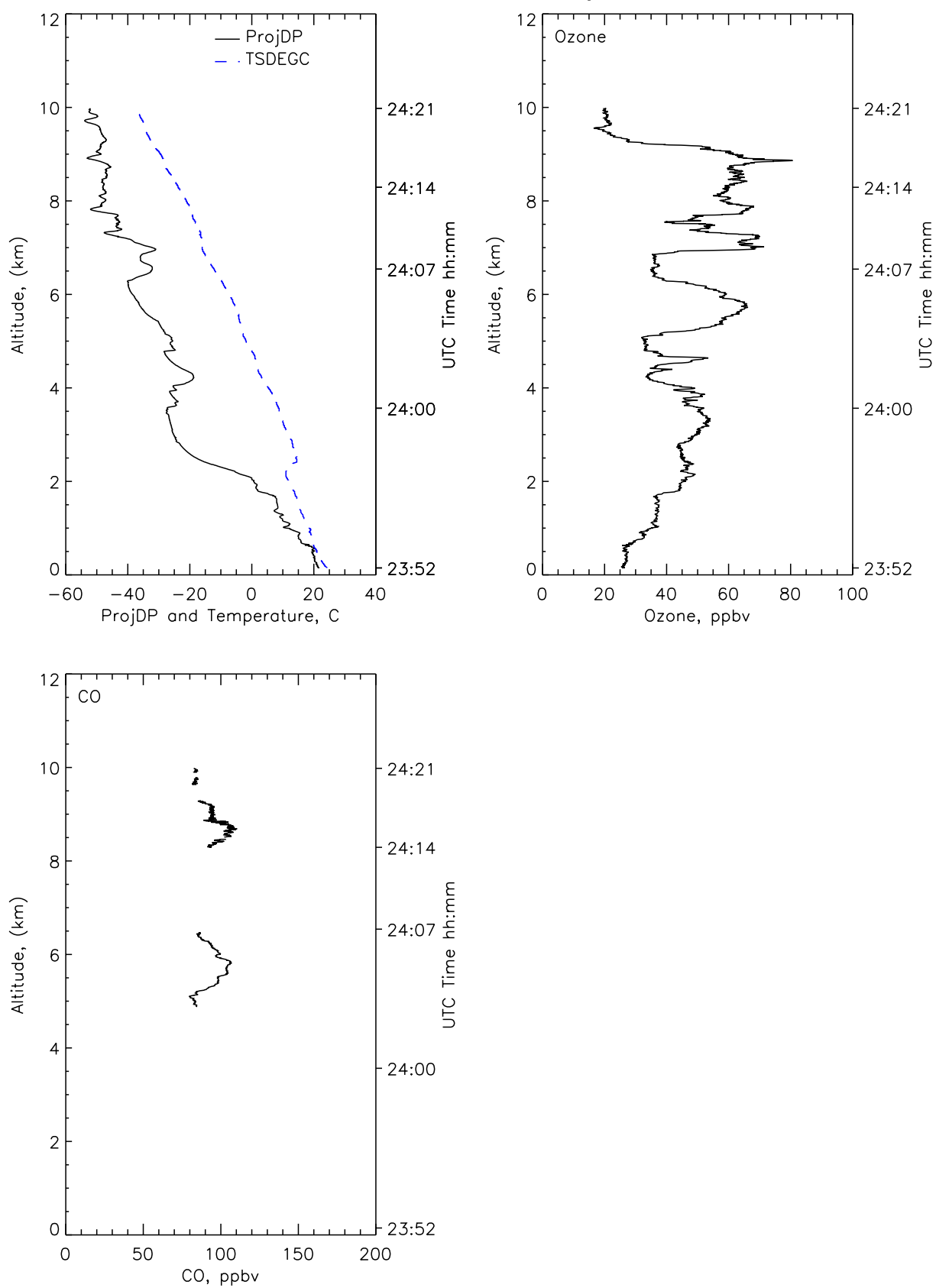
FINAL DATA: TRACE-P DC-8 Flight 06



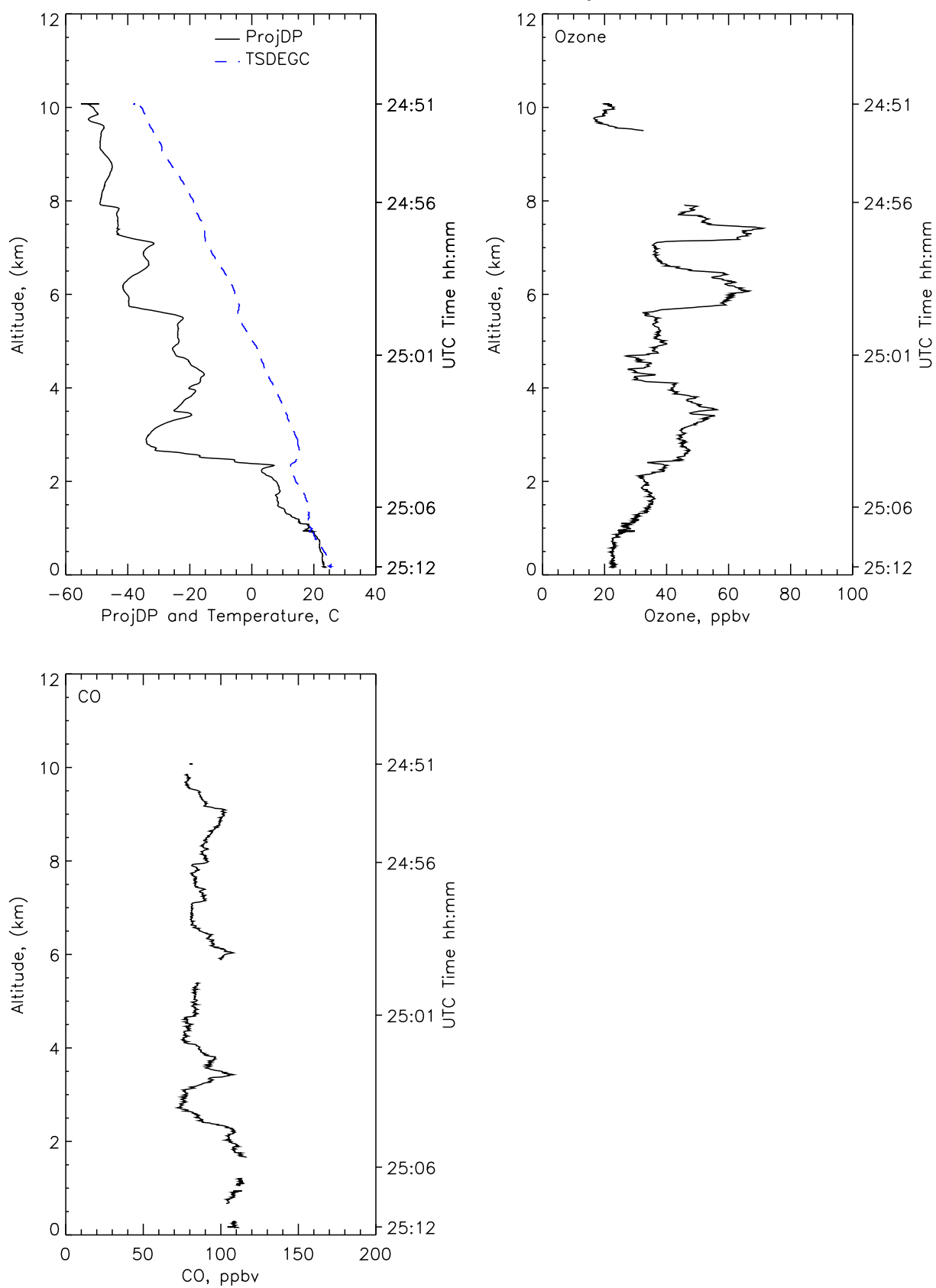
FINAL DATA: TRACE-P DC-8 Flight 06



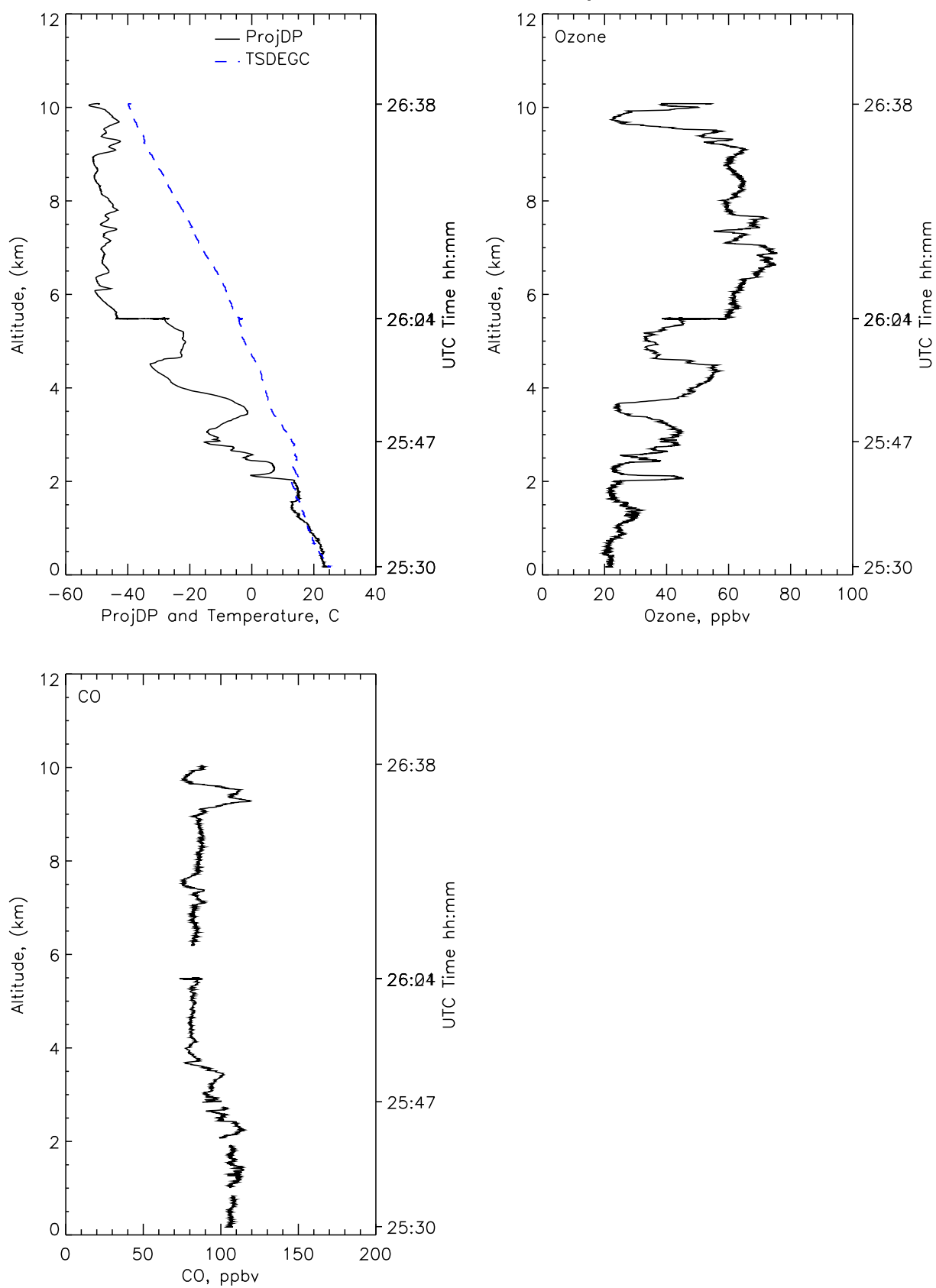
Profile # 1 TRACE-P DC-8 Flight 06



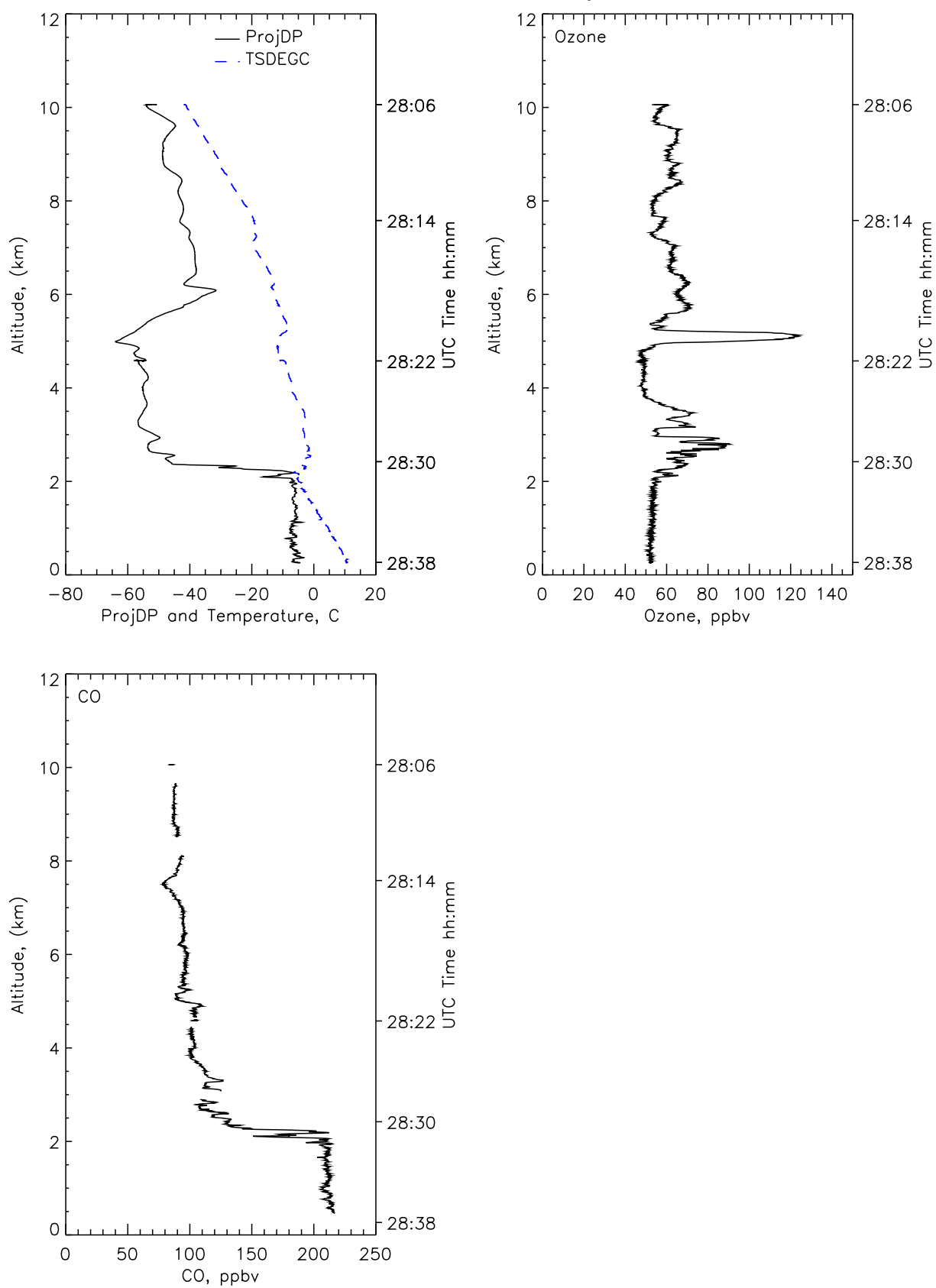
Profile # 2 TRACE-P DC-8 Flight 06



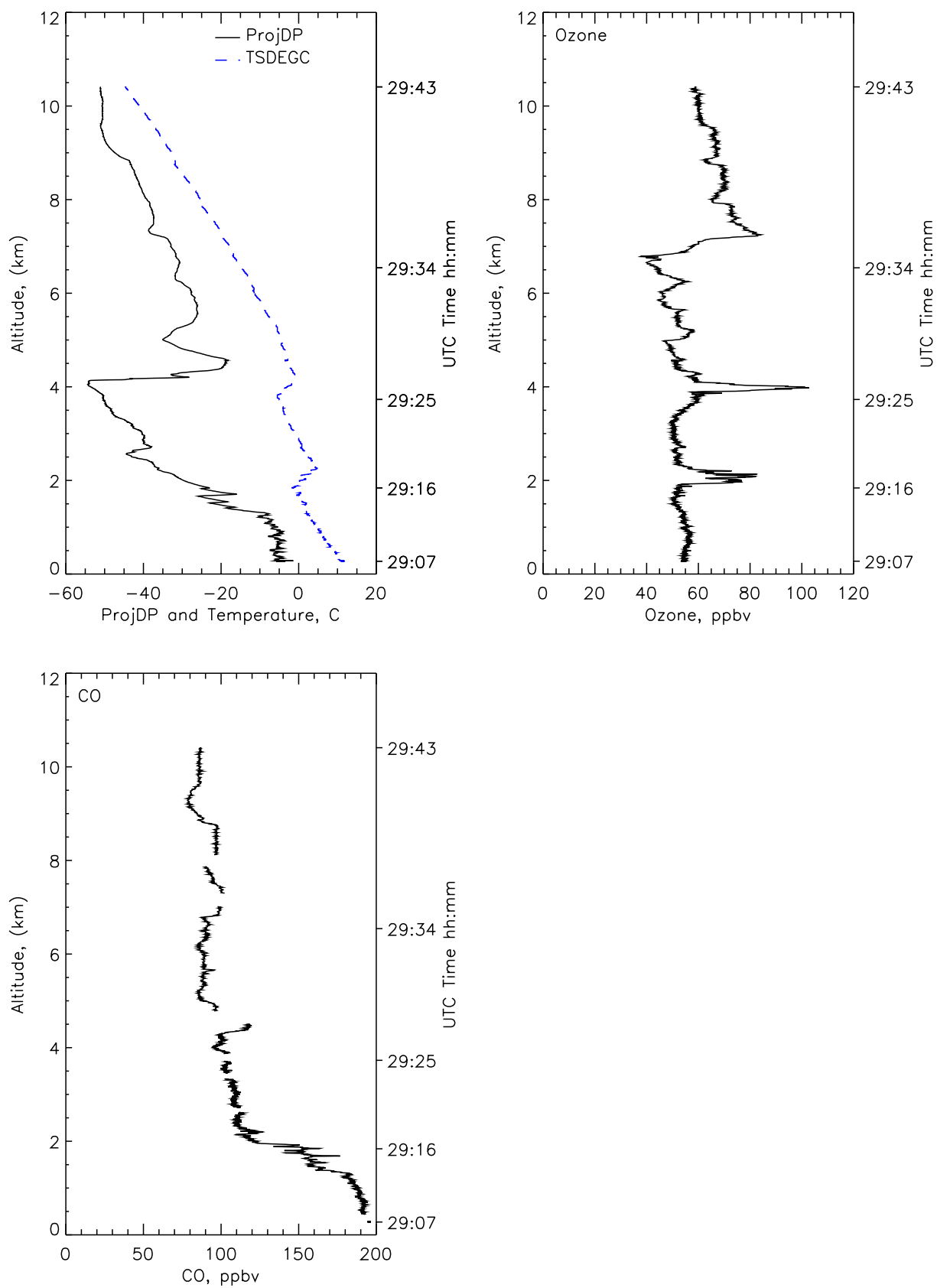
Profile # 3 TRACE-P DC-8 Flight 06



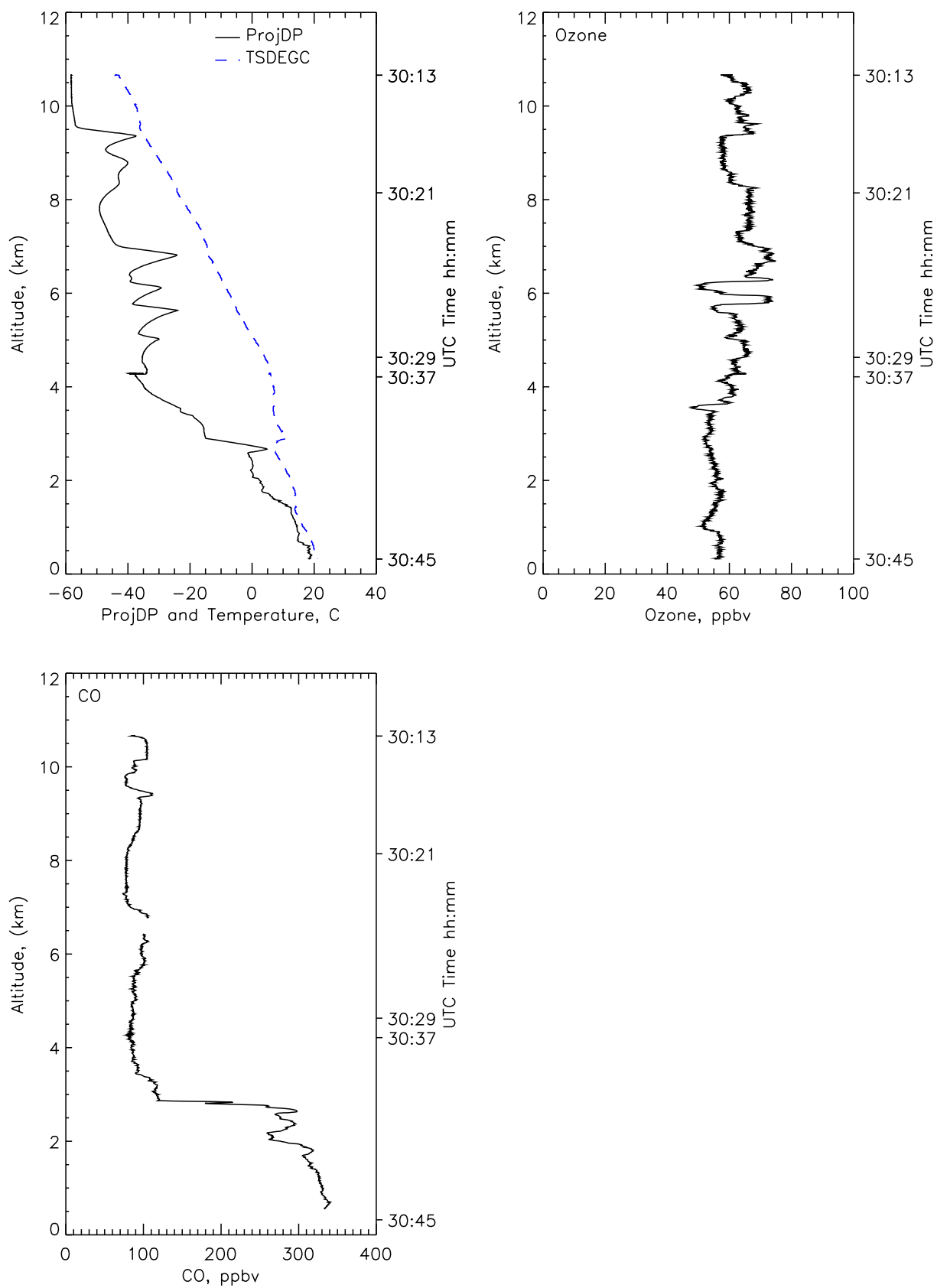
Profile # 4 TRACE-P DC-8 Flight 06



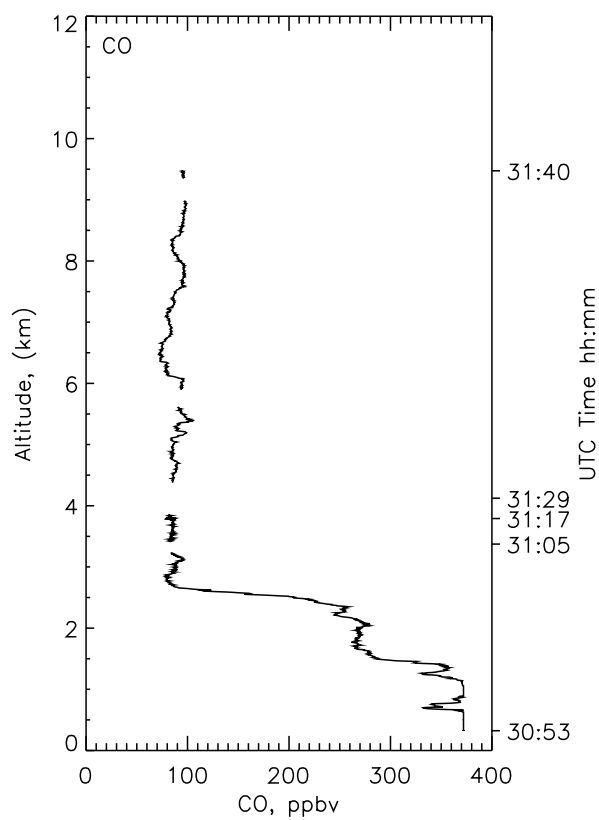
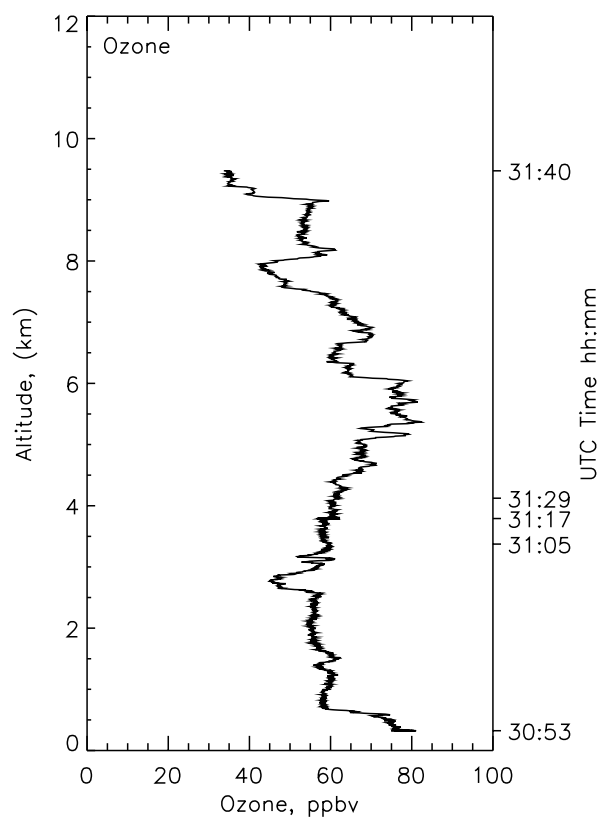
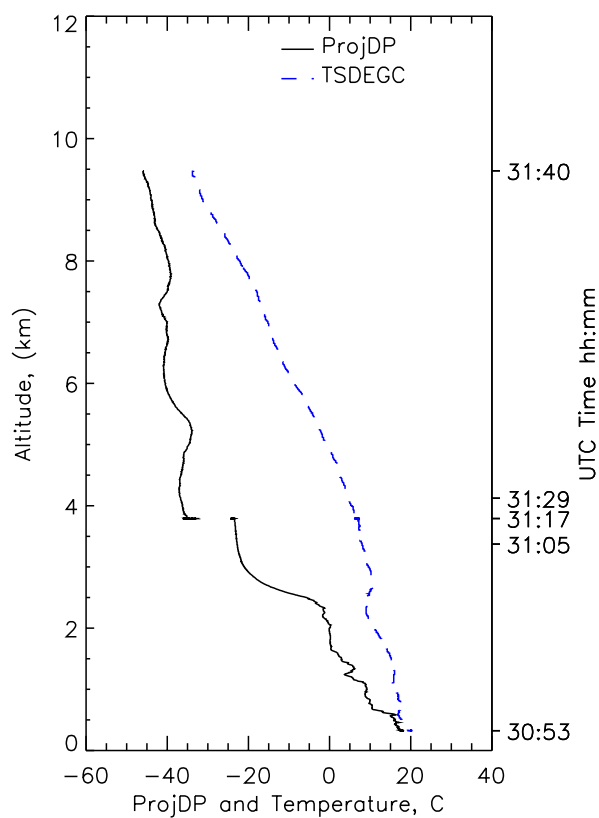
Profile # 5 TRACE-P DC-8 Flight 06



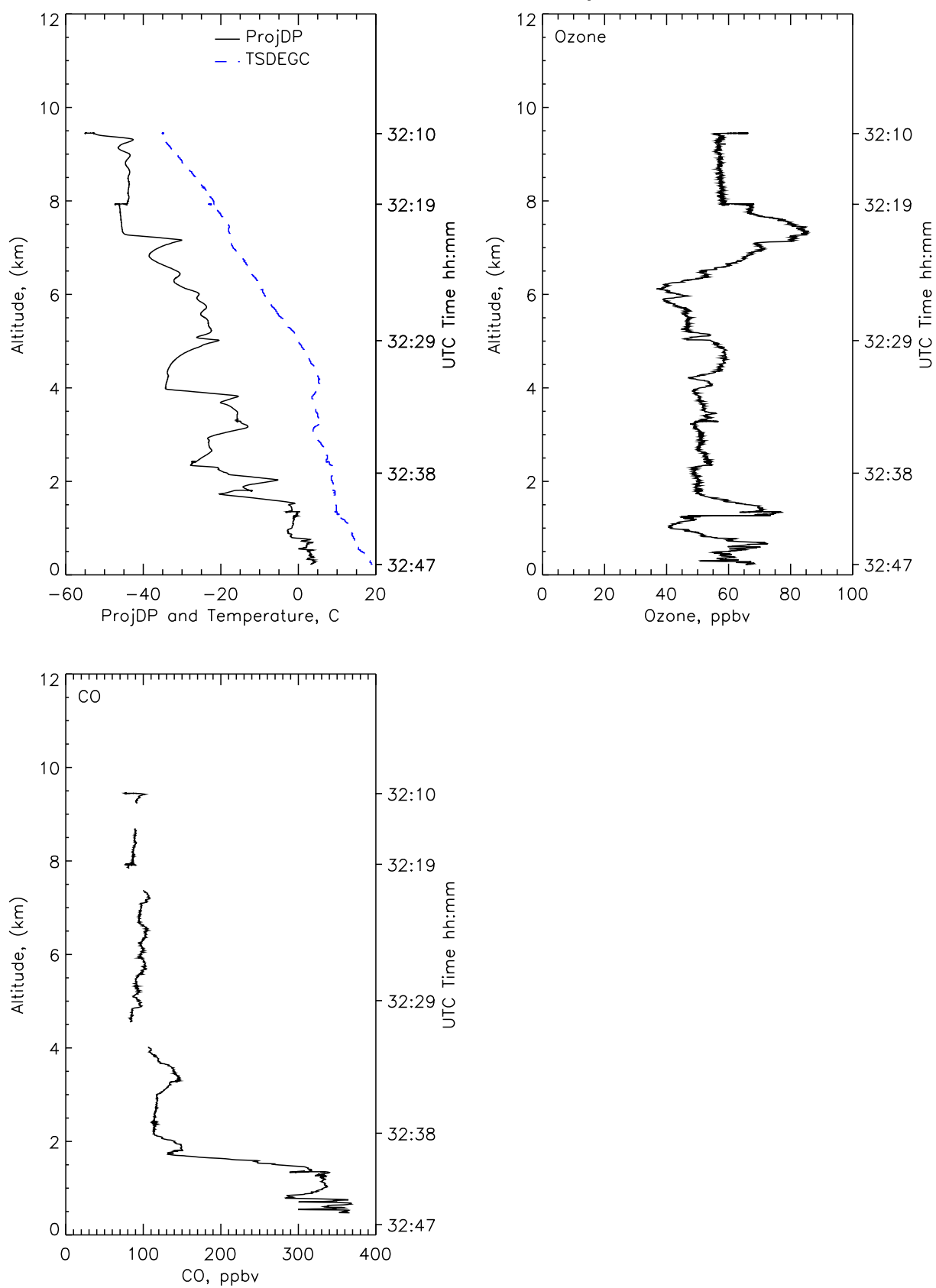
Profile # 6 TRACE-P DC-8 Flight 06



Profile # 7 TRACE-P DC-8 Flight 06



Profile # 8 TRACE-P DC-8 Flight 06



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

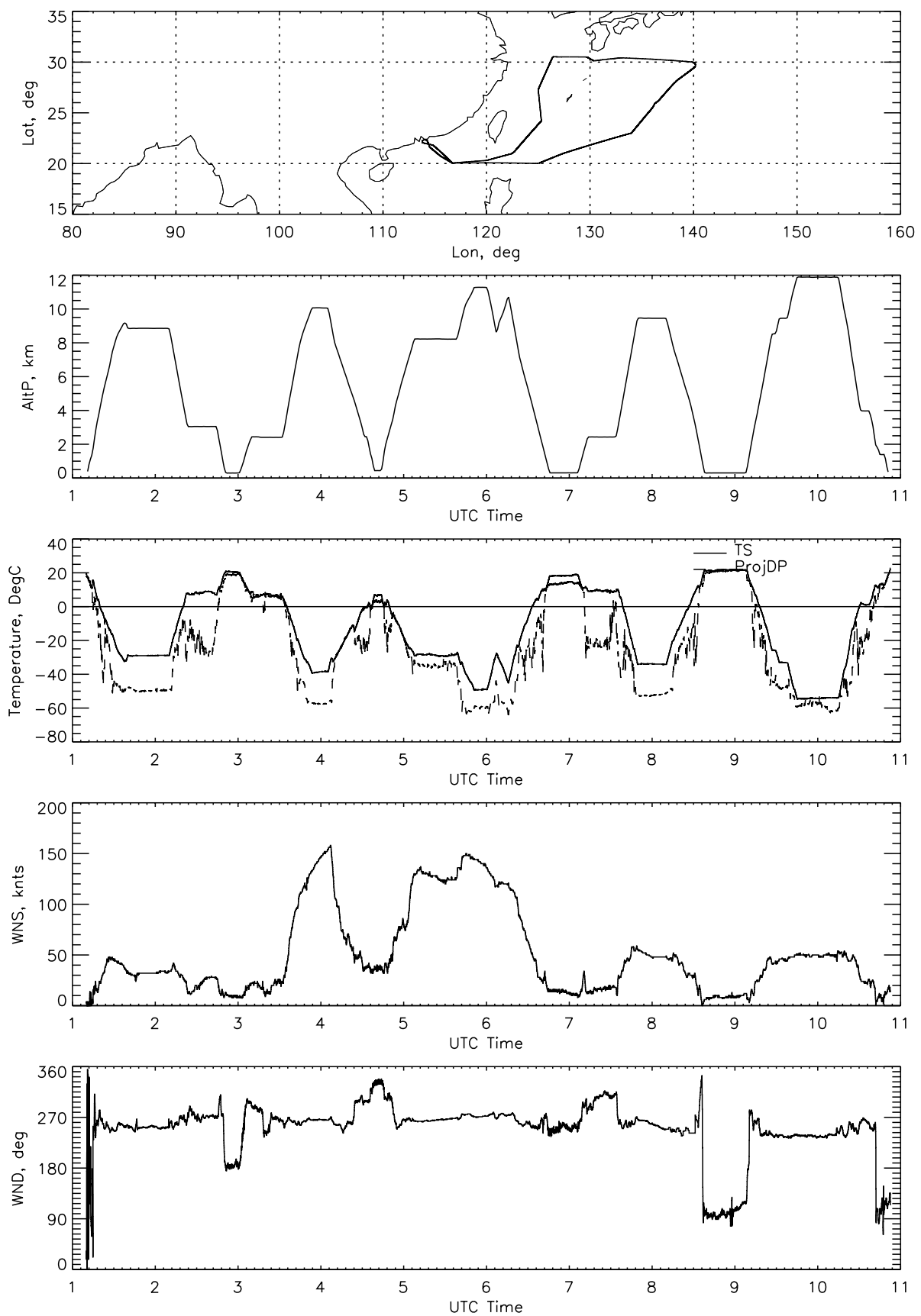
Flight 7D

Local: Hong Kong No. 1

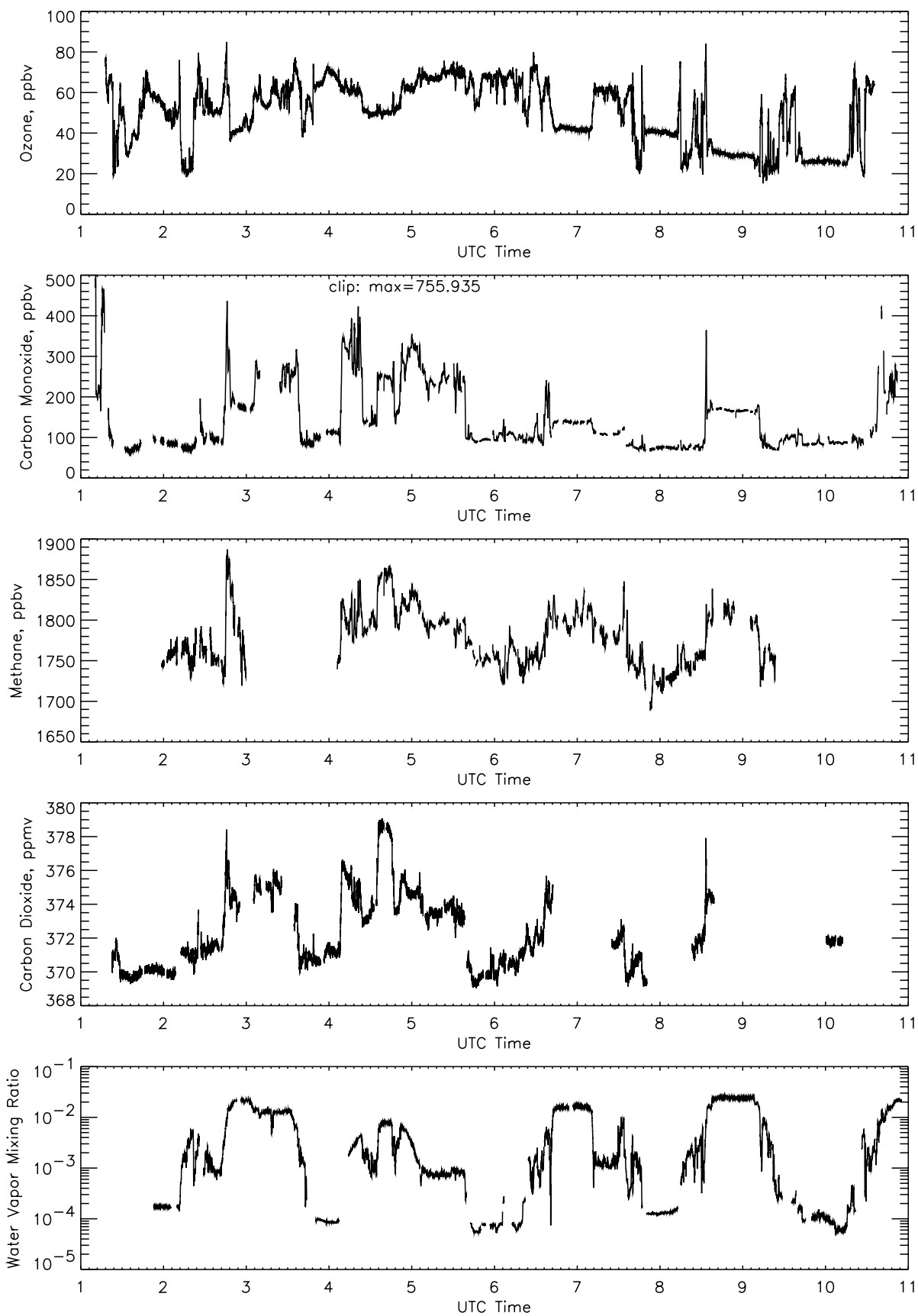
China Outflow and Frontal Crossing

March 7, 2001

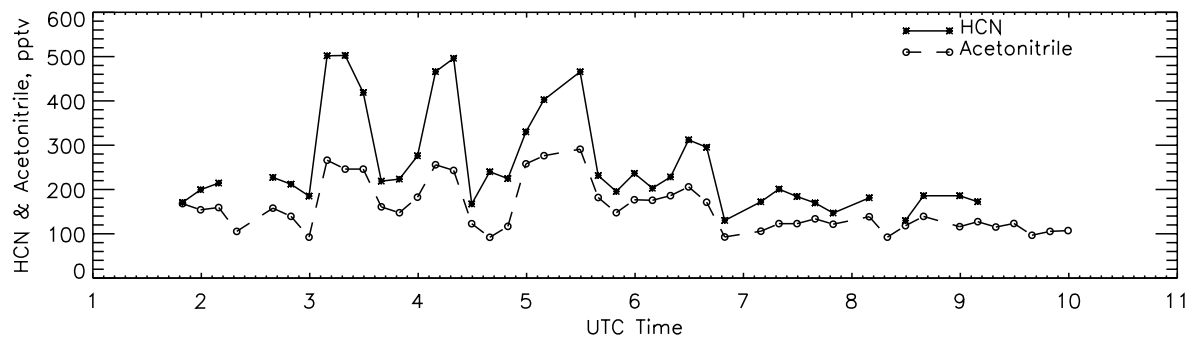
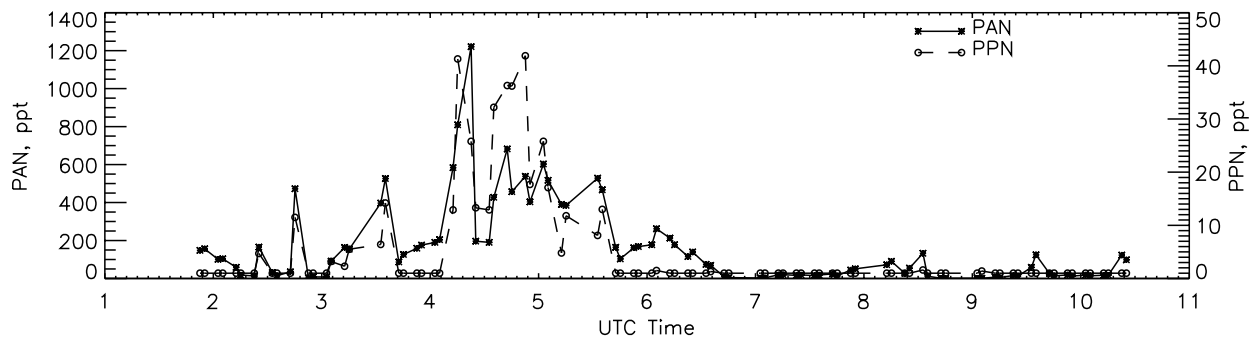
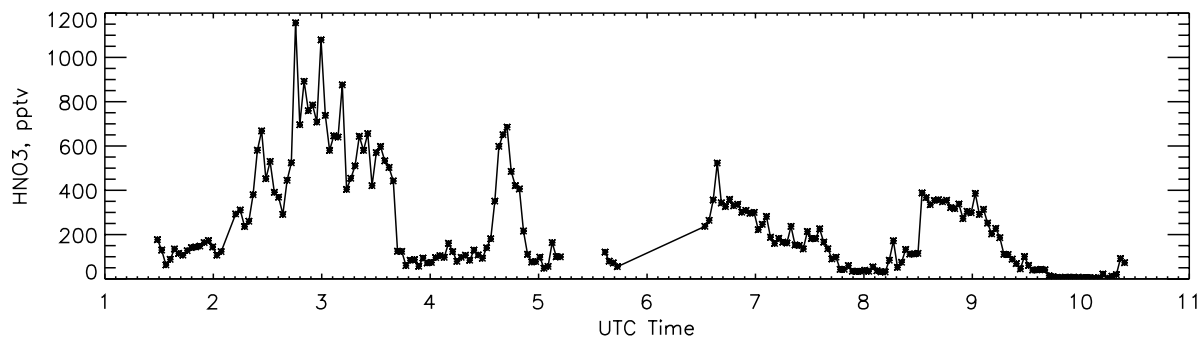
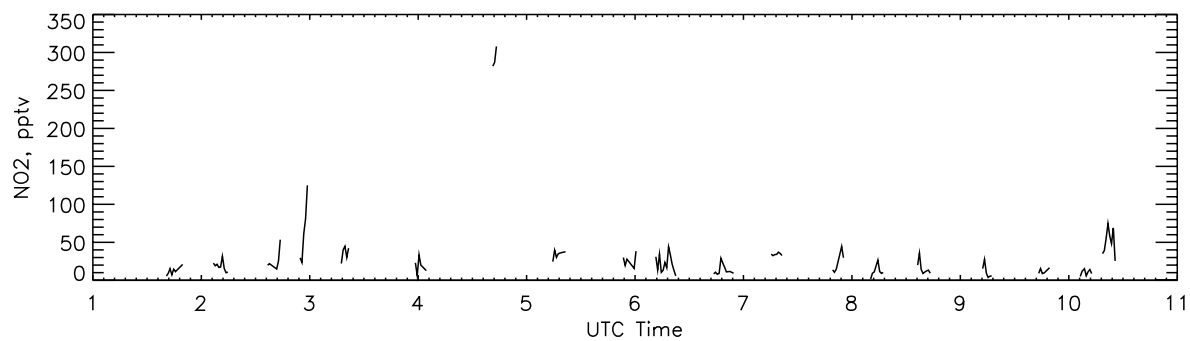
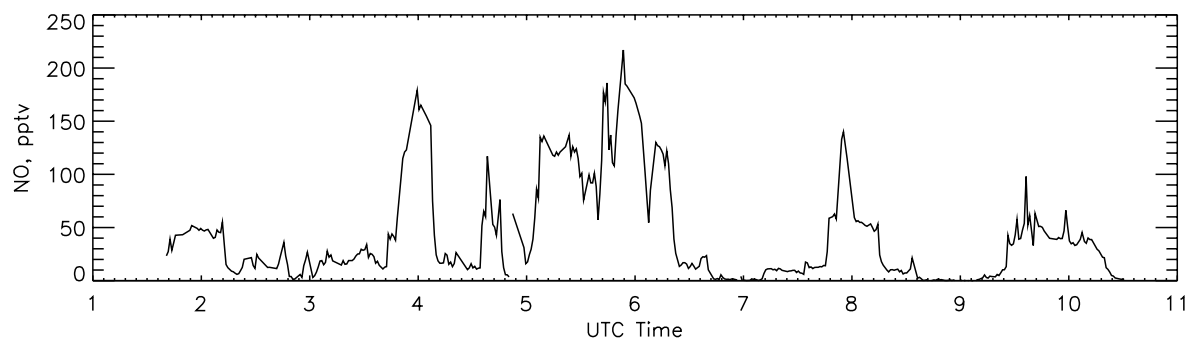
FINAL DATA: TRACE-P DC-8 Flight 07



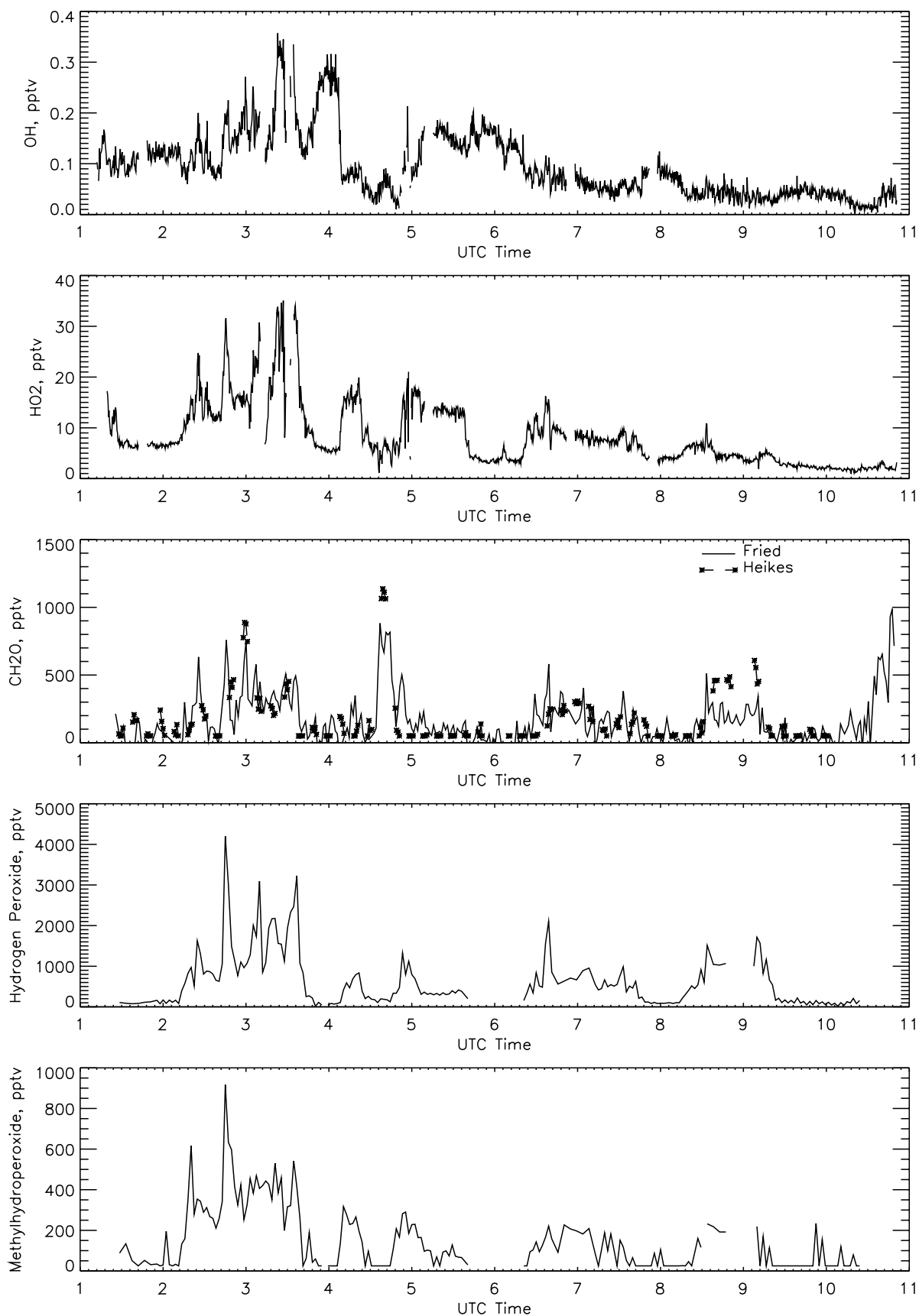
FINAL DATA: TRACE-P DC-8 Flight 07



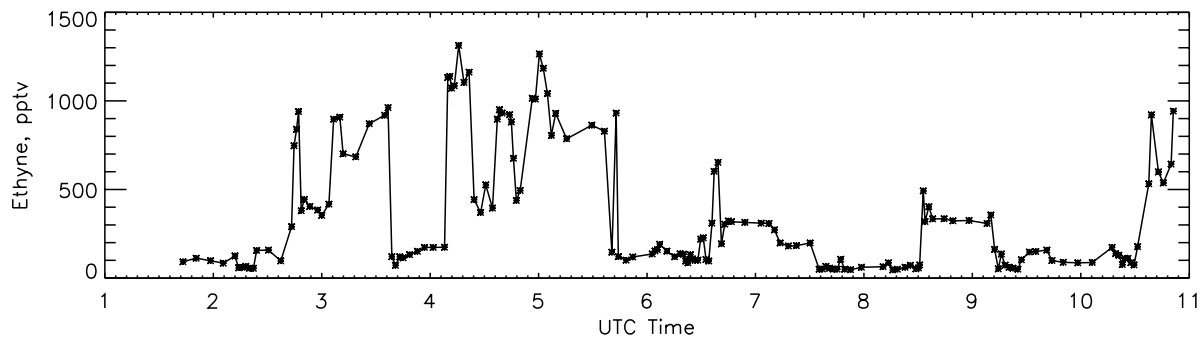
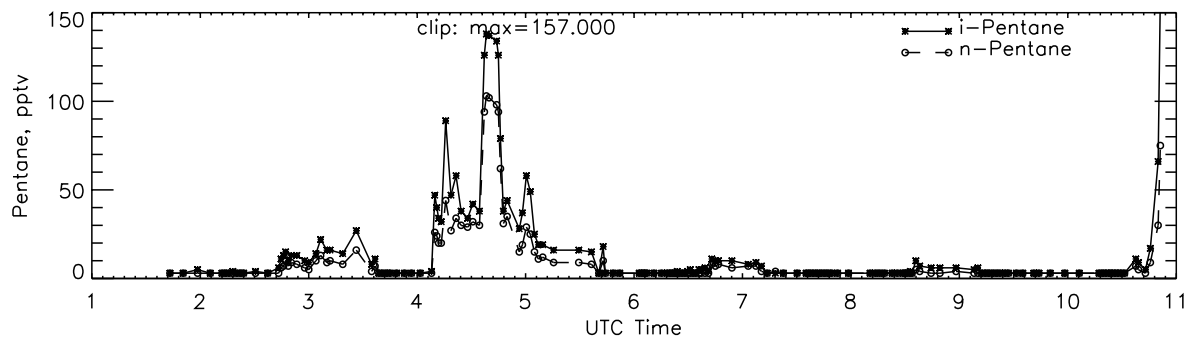
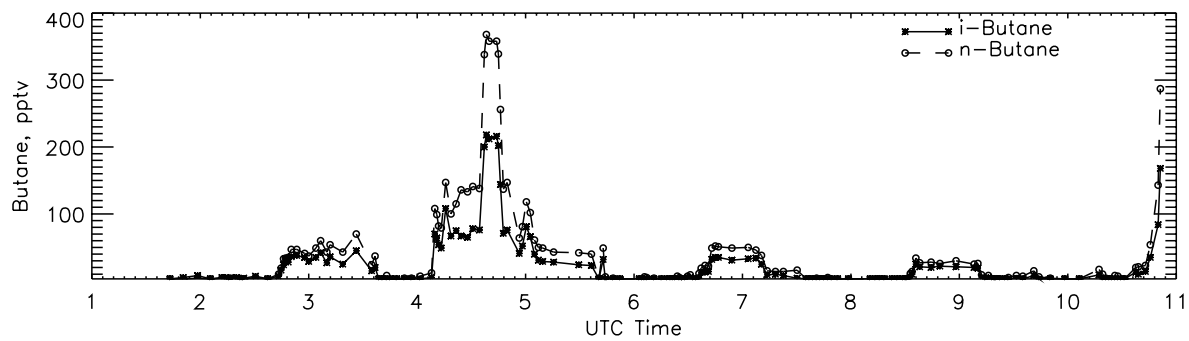
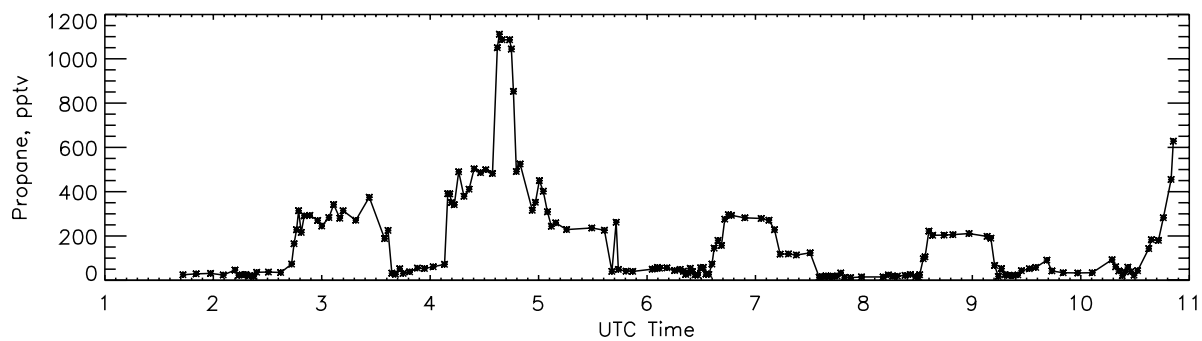
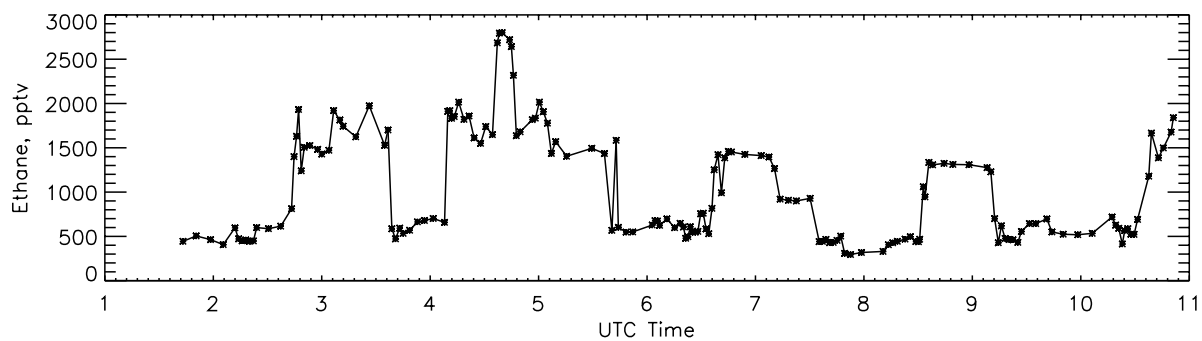
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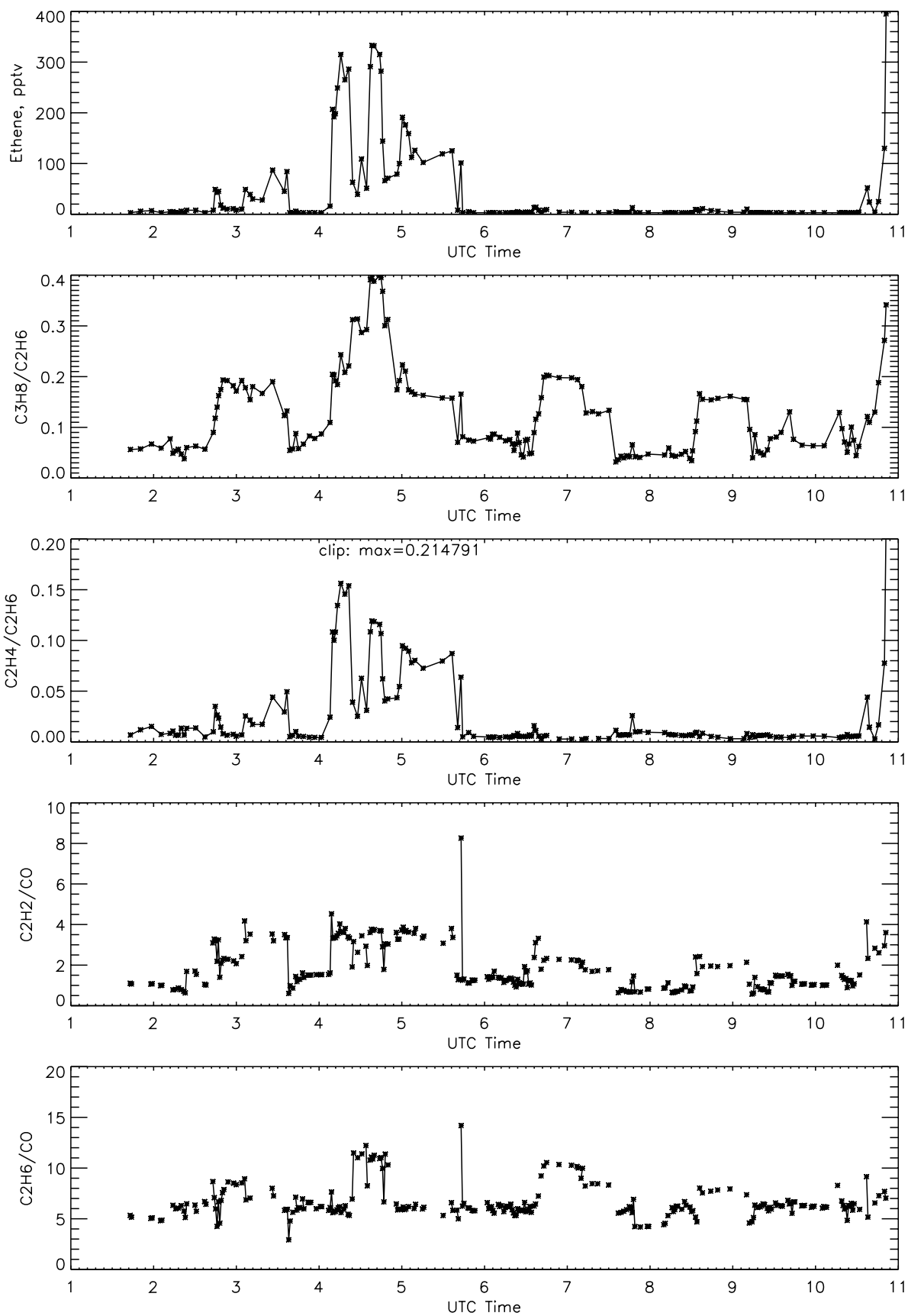
FINAL DATA: TRACE-P DC-8 Flight 07



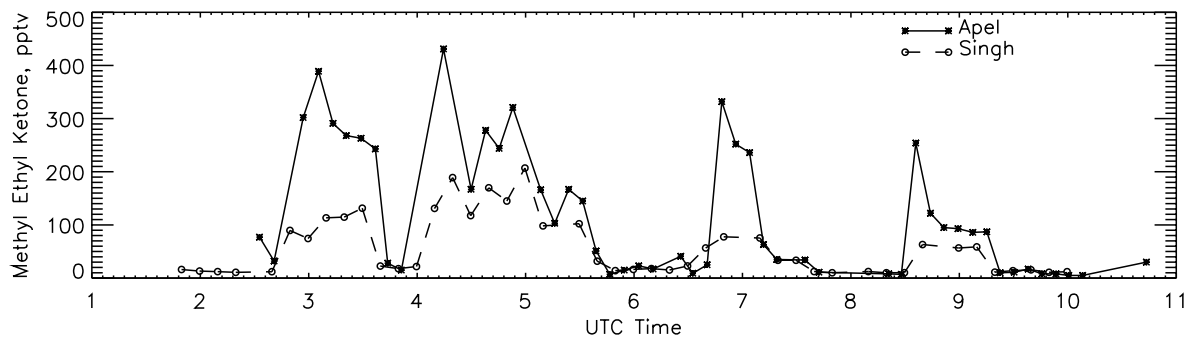
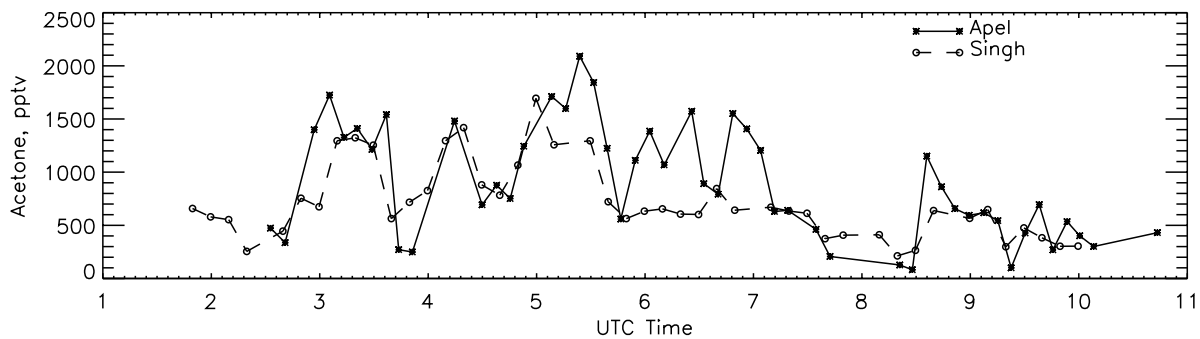
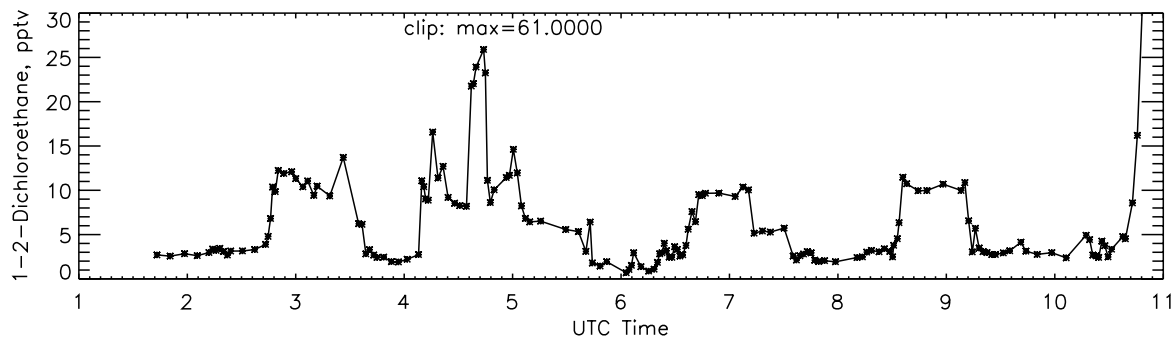
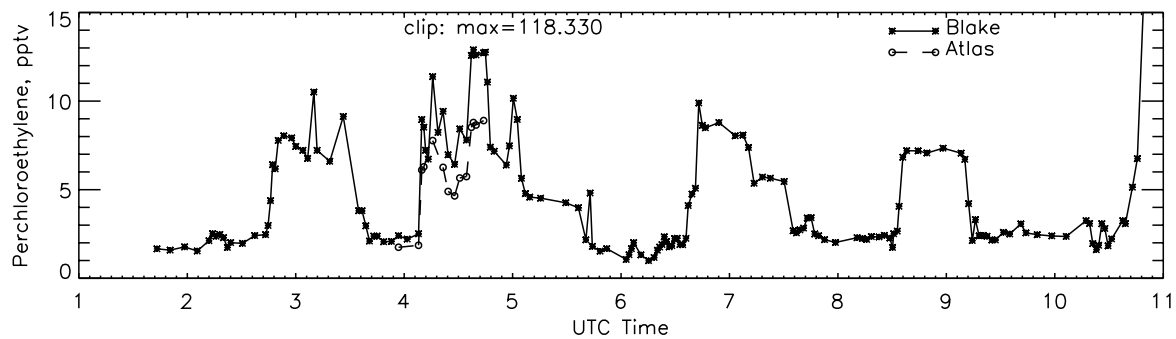
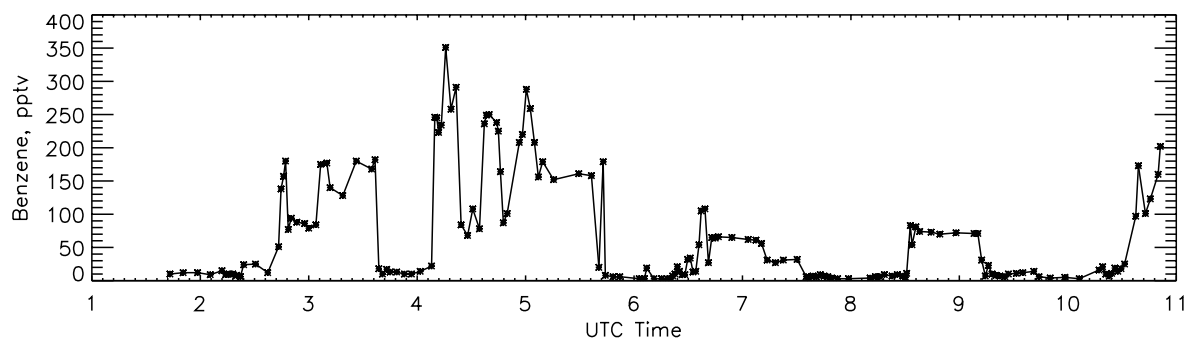
FINAL DATA: TRACE-P DC-8 Flight 07



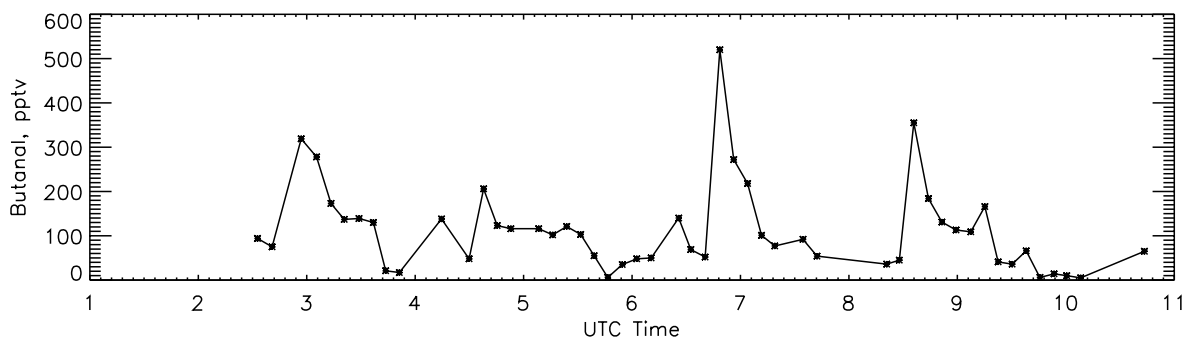
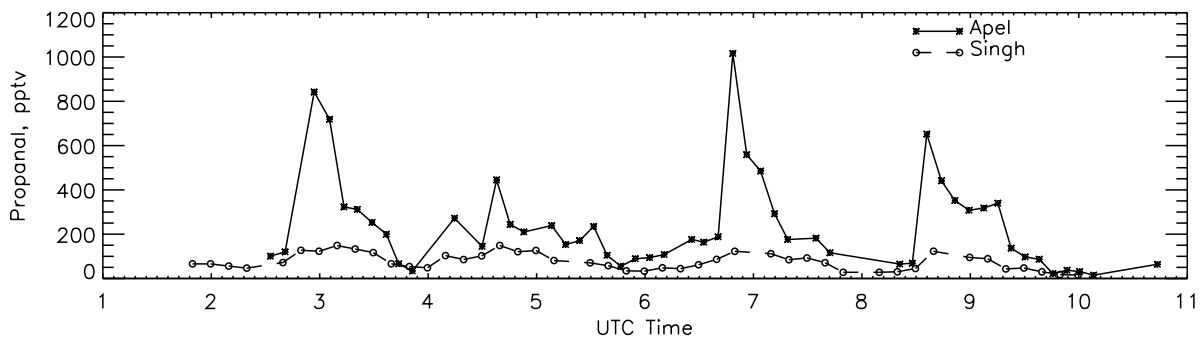
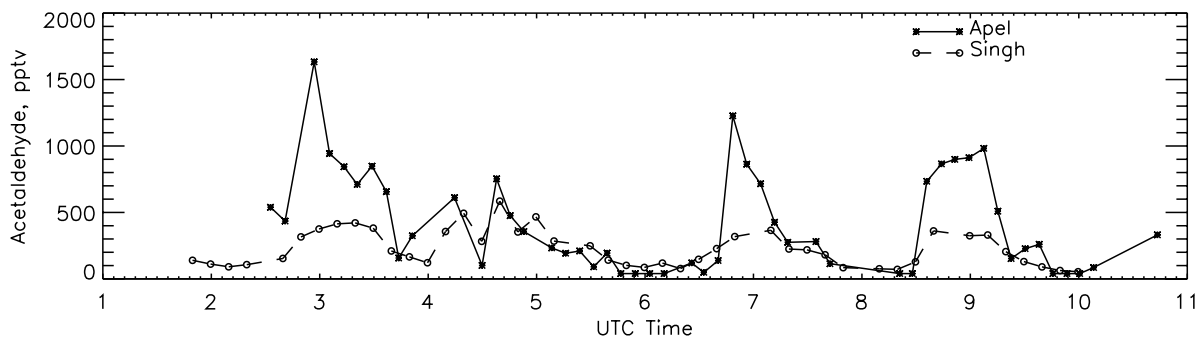
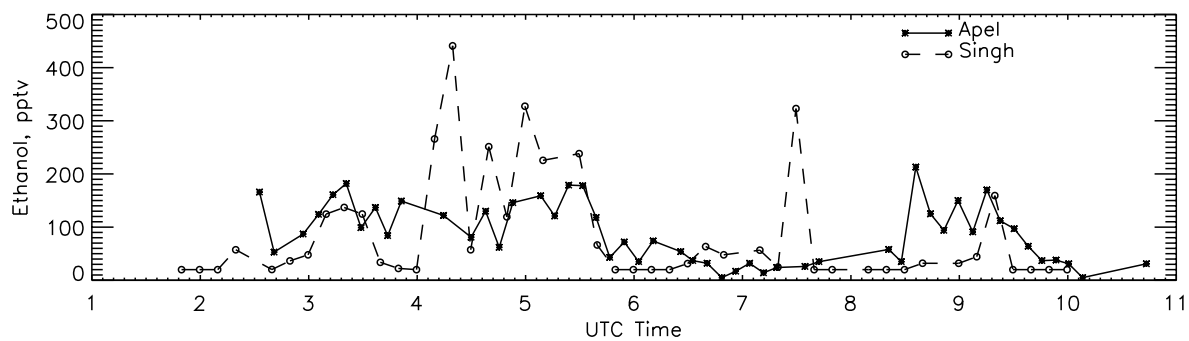
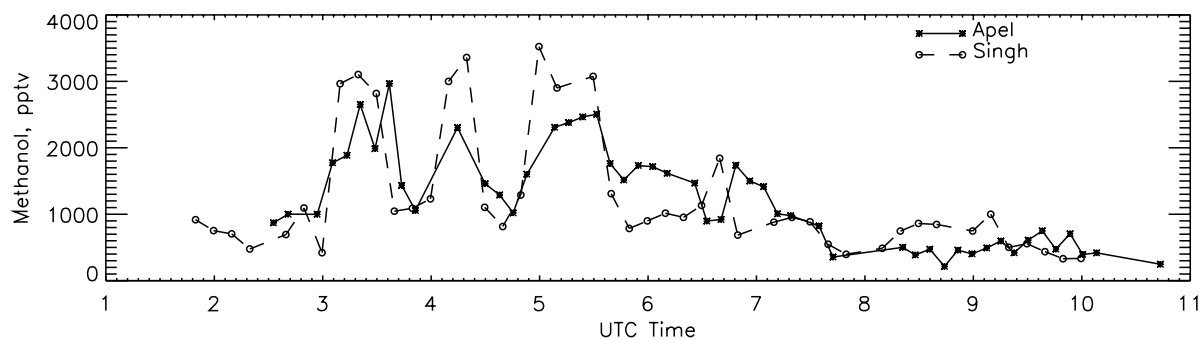
FINAL DATA: TRACE-P DC-8 Flight 07



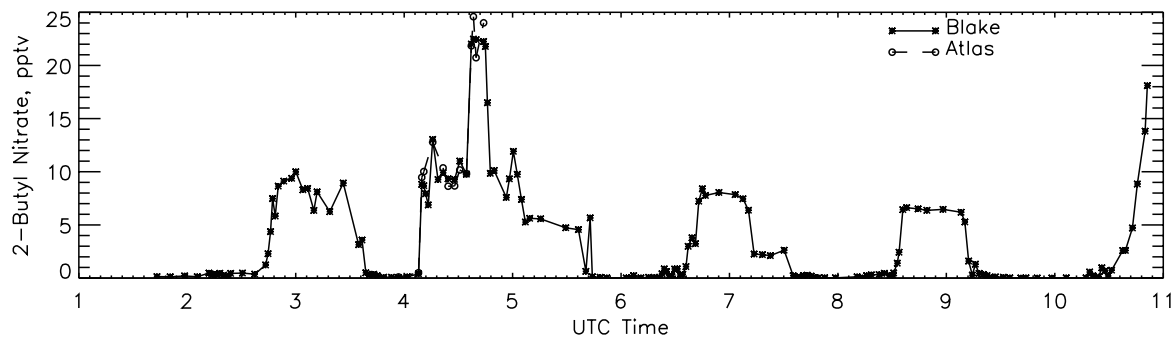
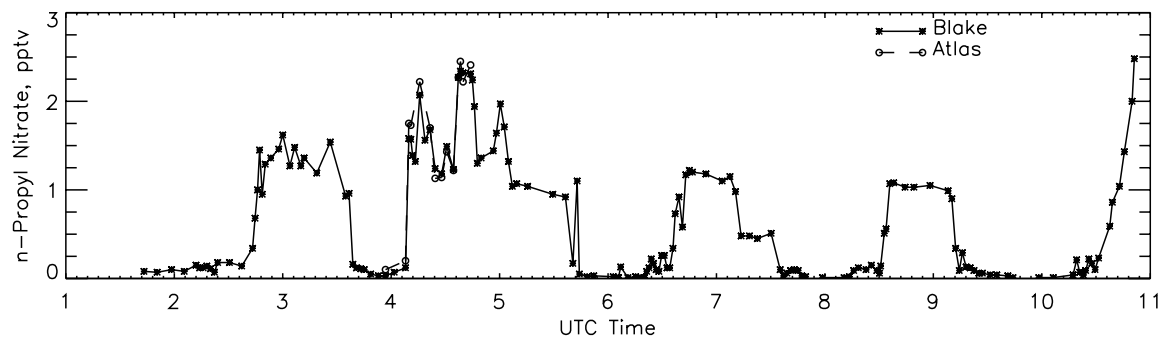
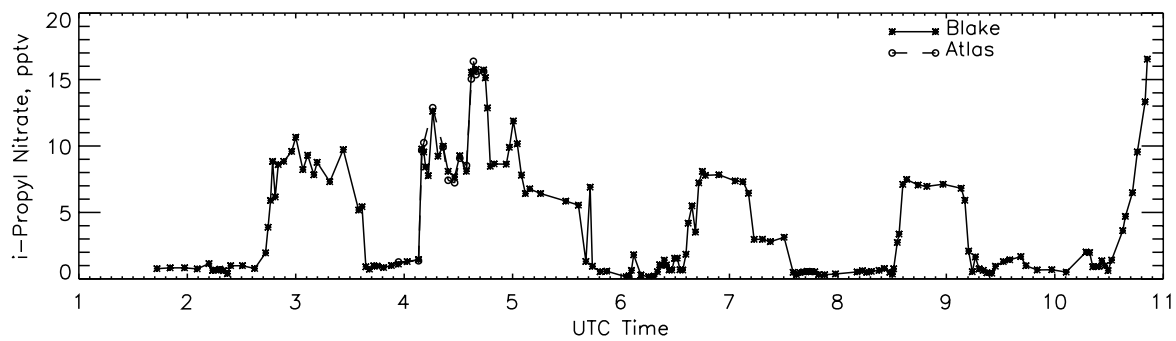
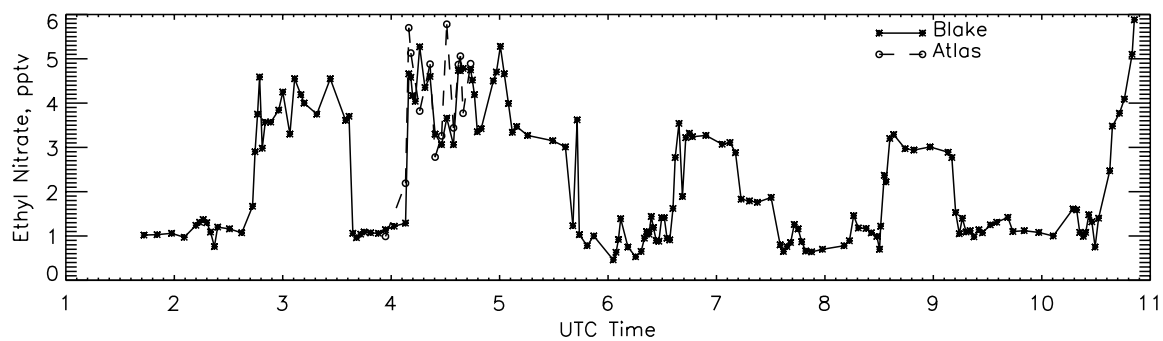
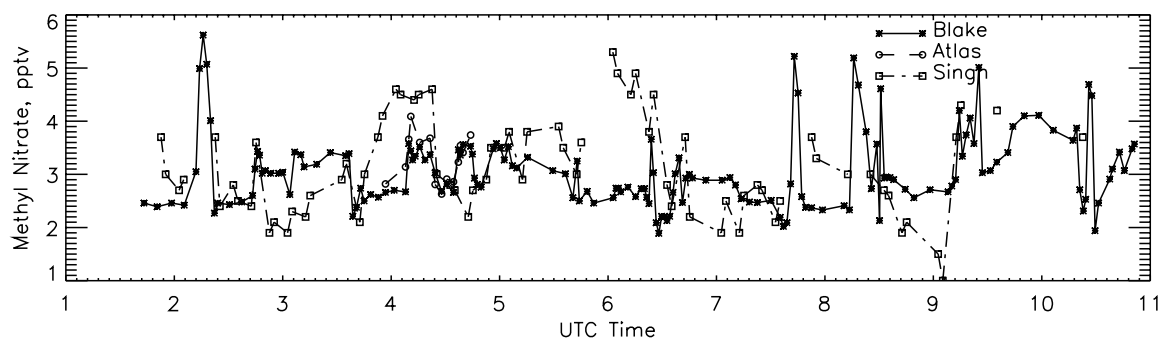
FINAL DATA: TRACE-P DC-8 Flight 07



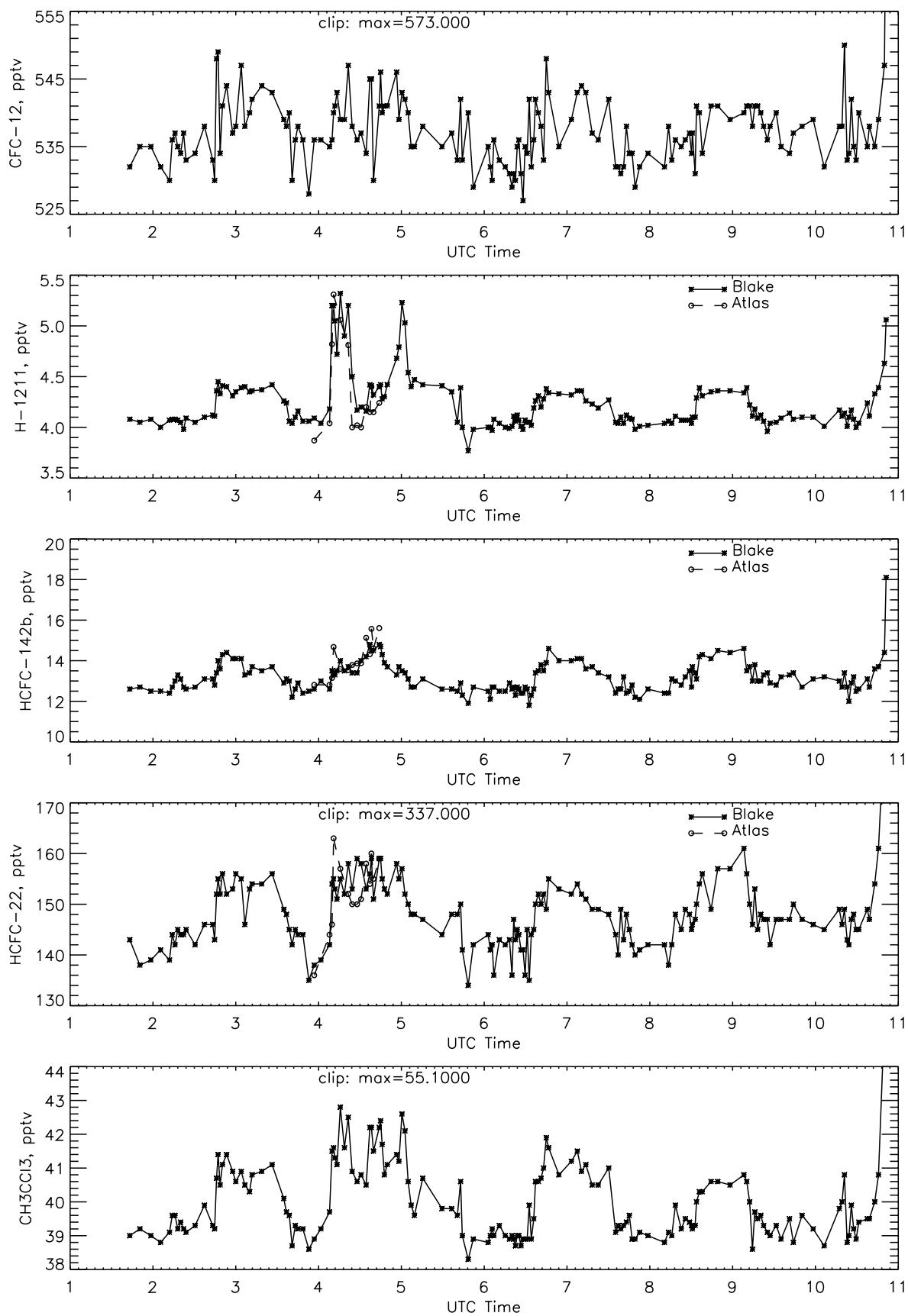
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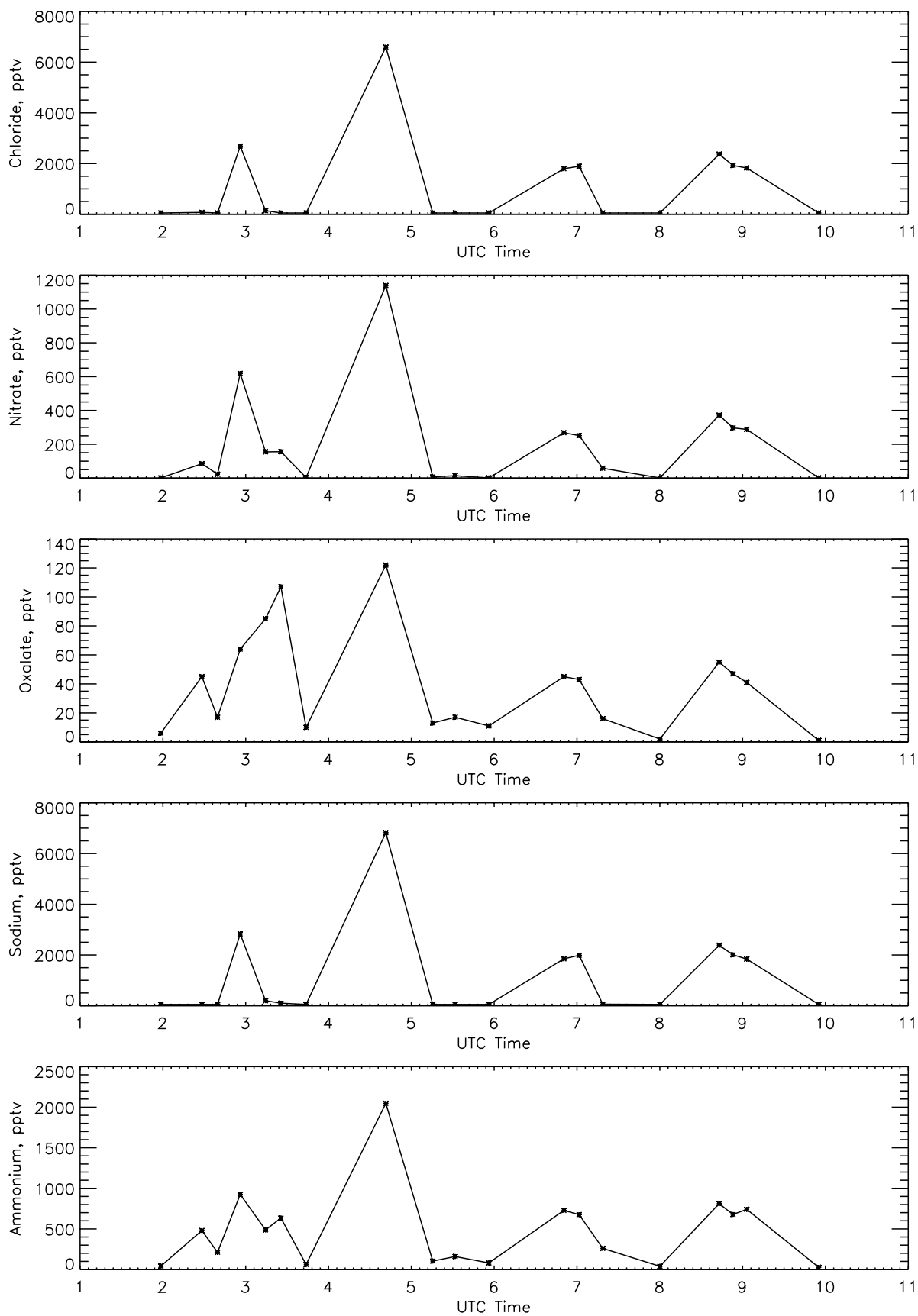
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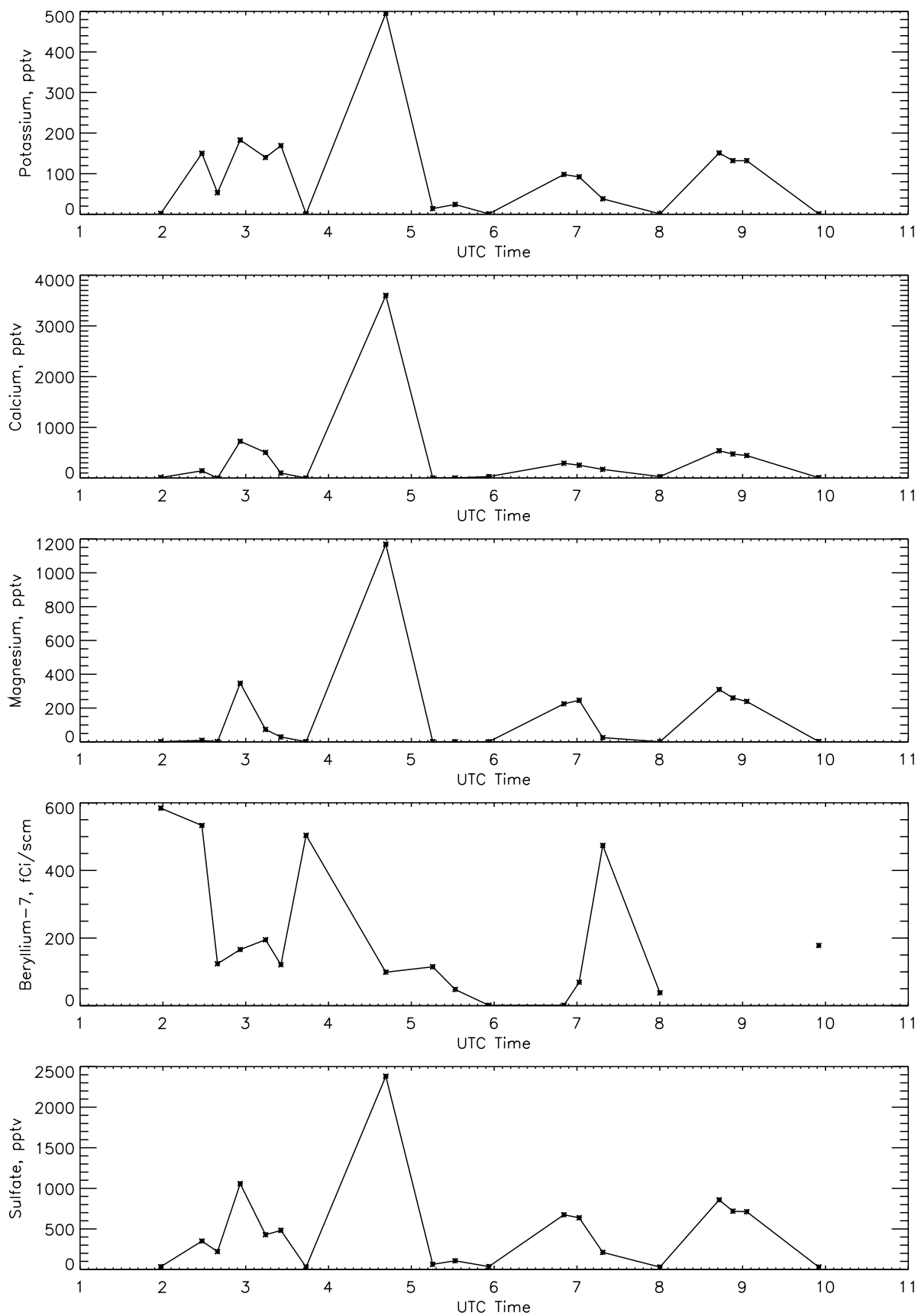
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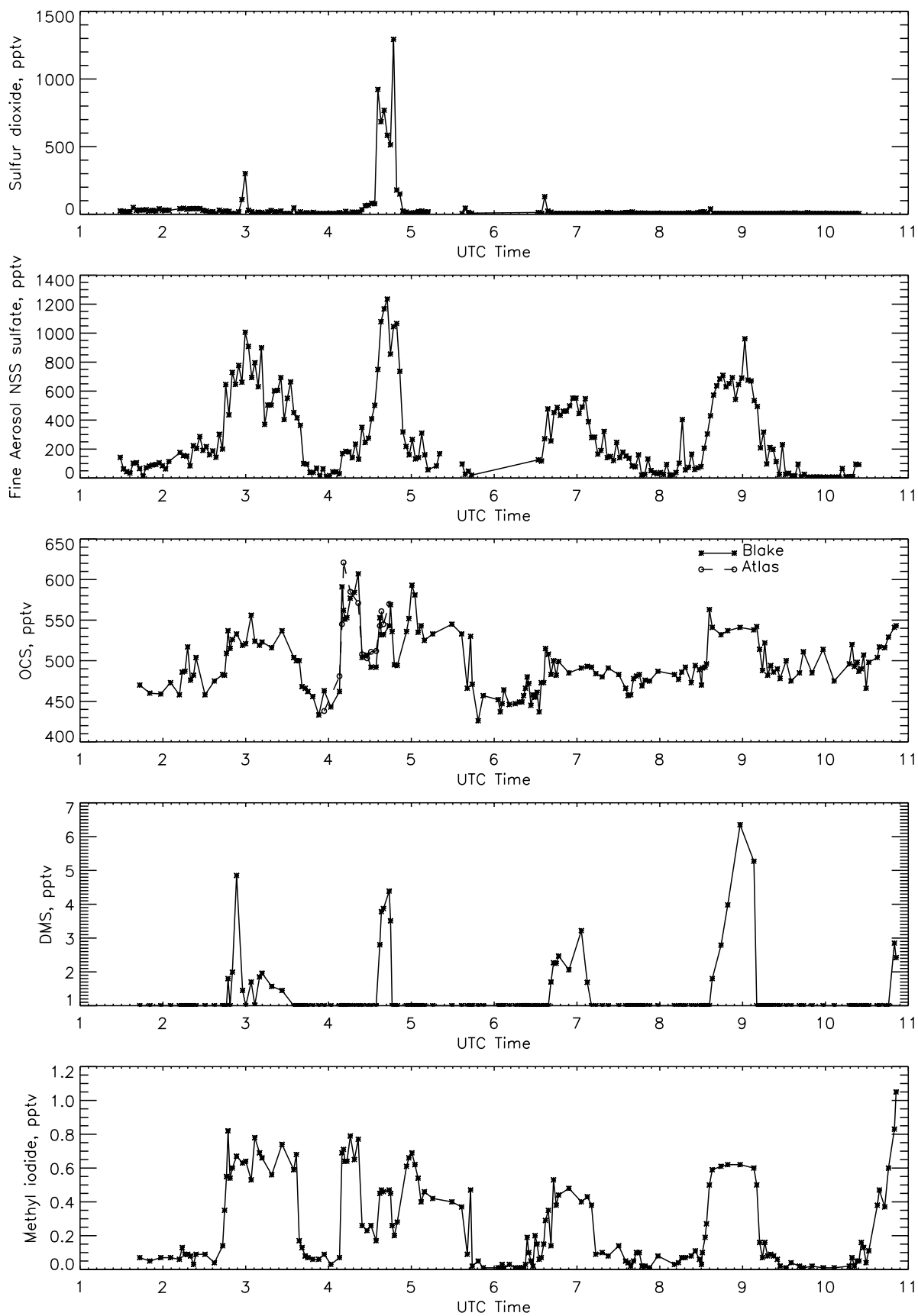
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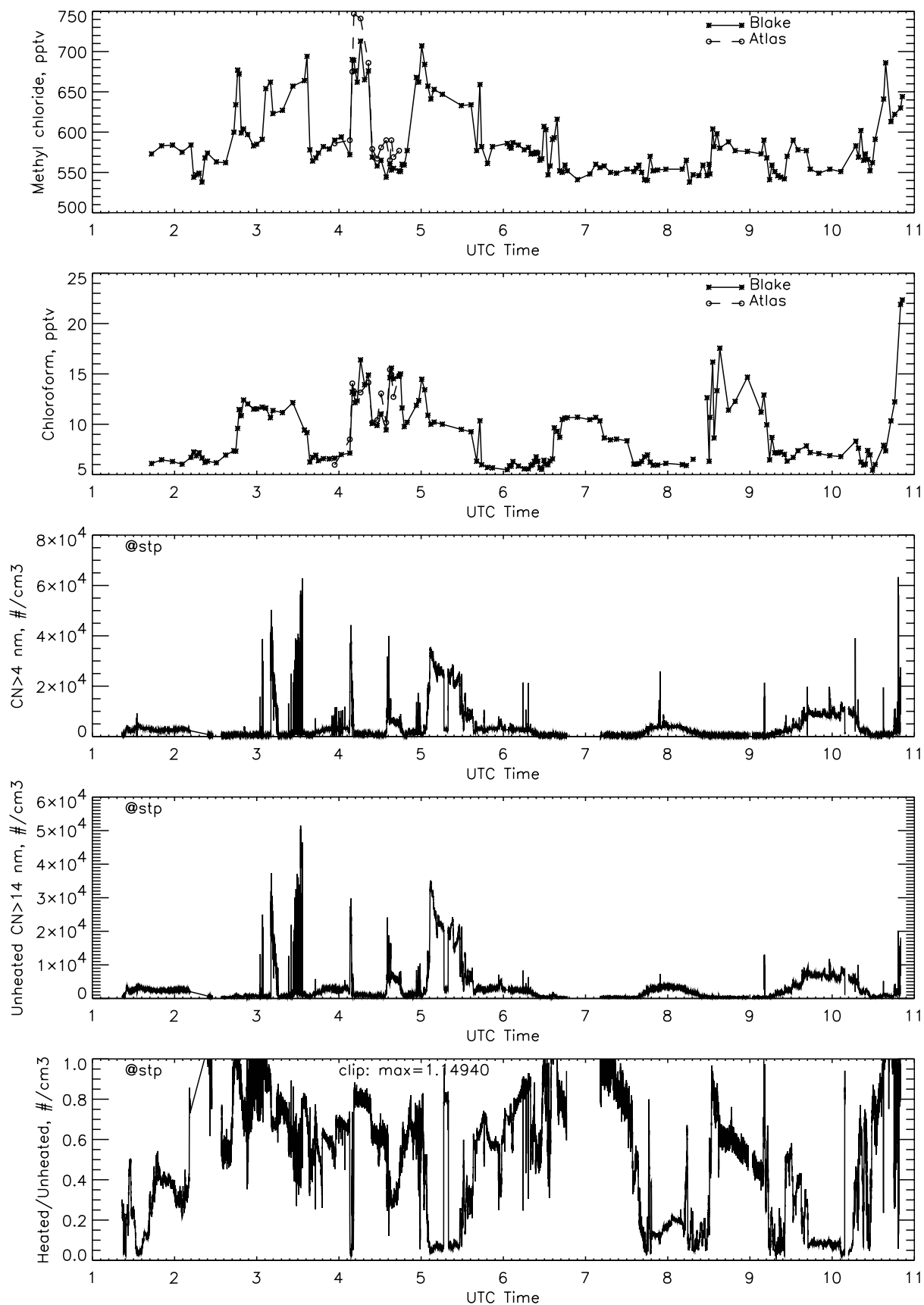
FINAL DATA: TRACE-P DC-8 Flight 07



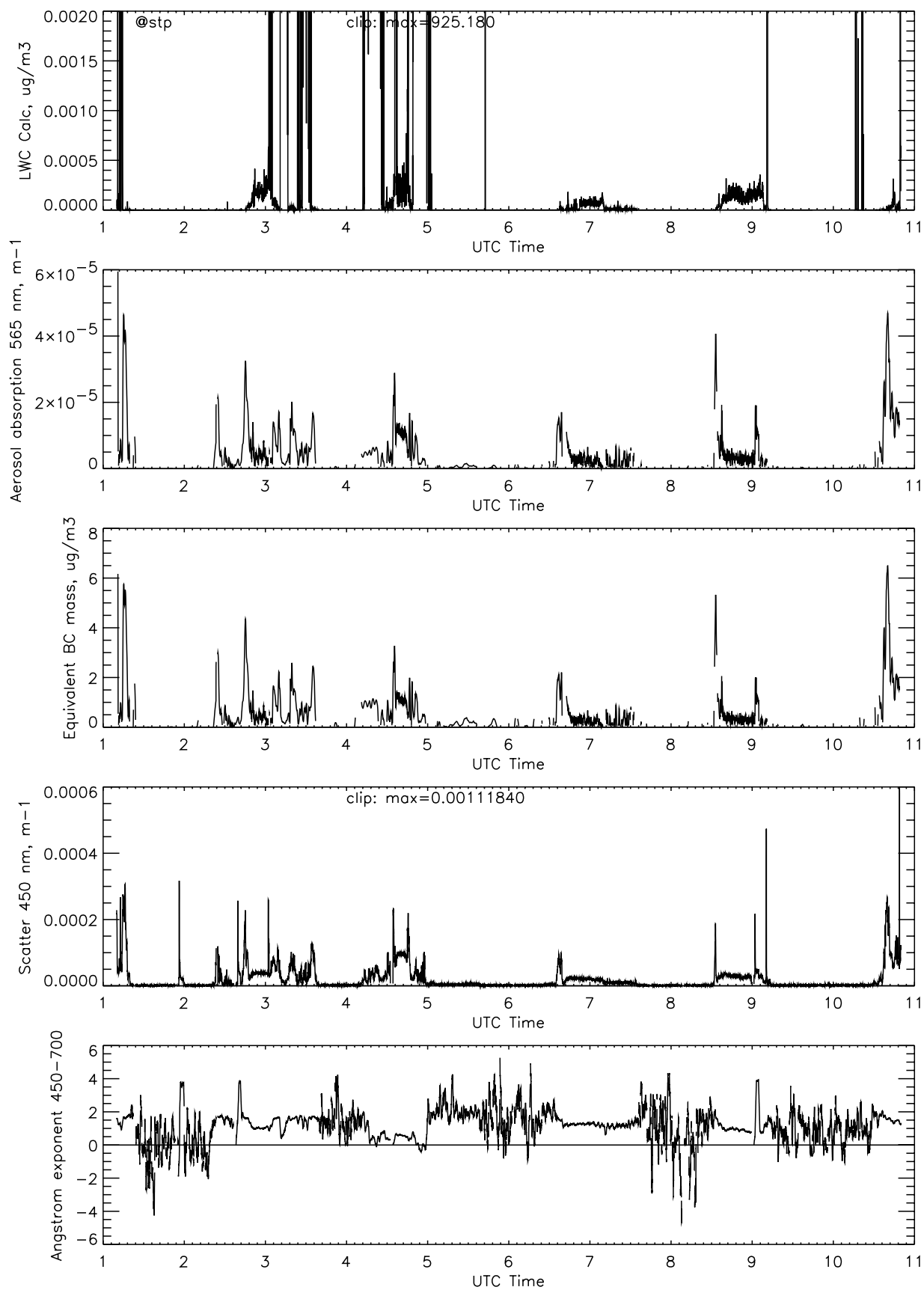
FINAL DATA: TRACE-P DC-8 Flight 07



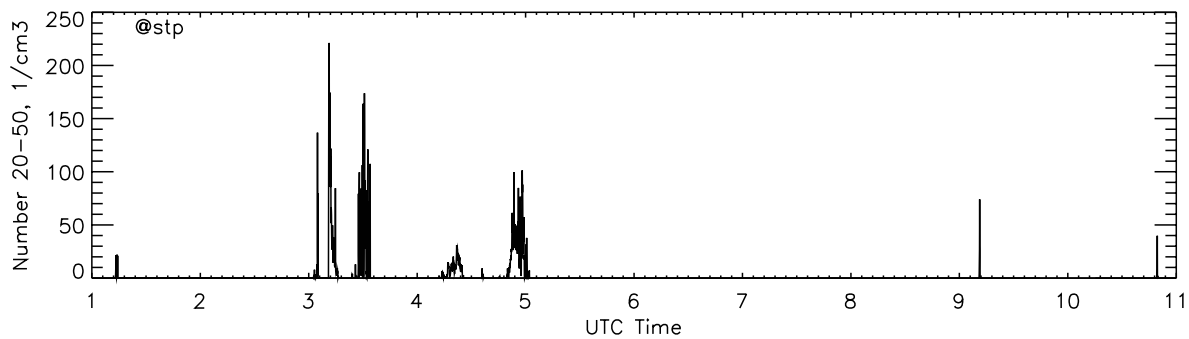
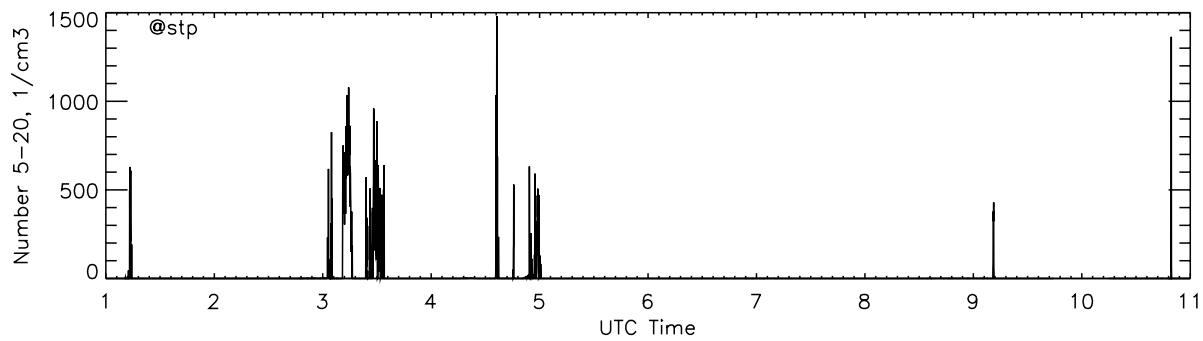
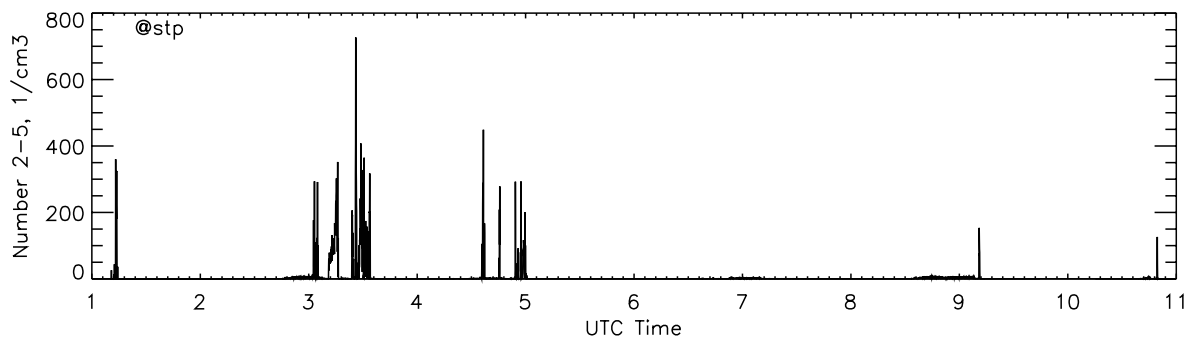
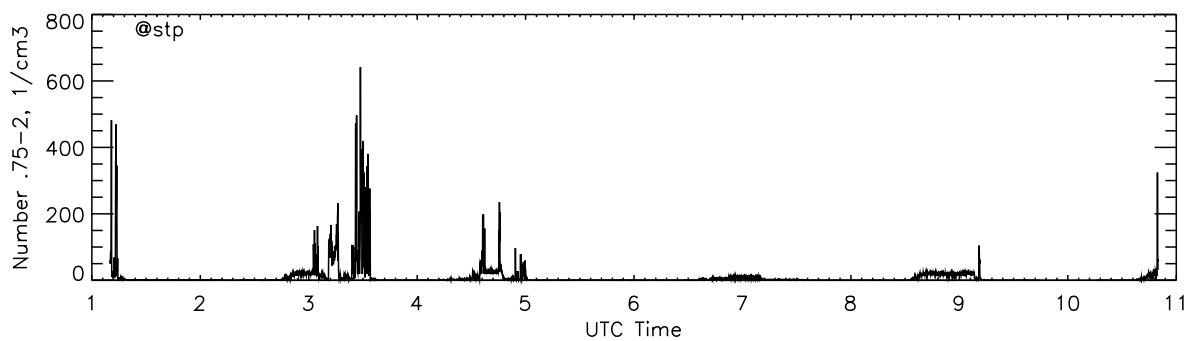
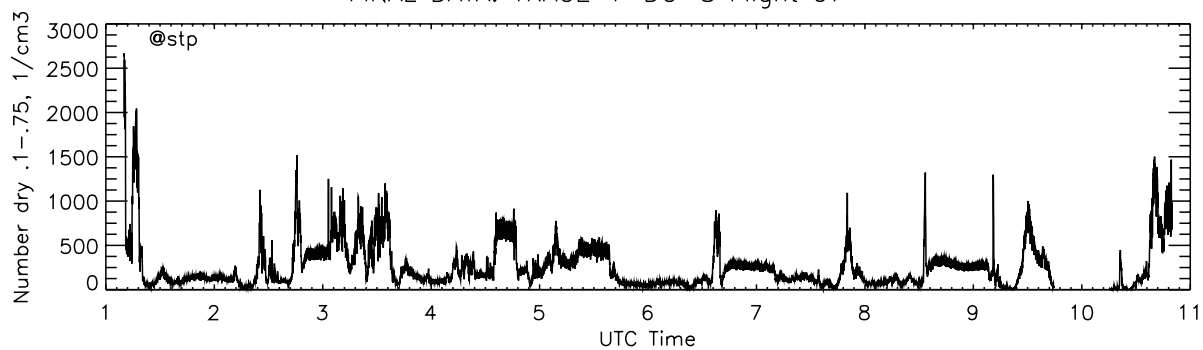
FINAL DATA: TRACE-P DC-8 Flight 07



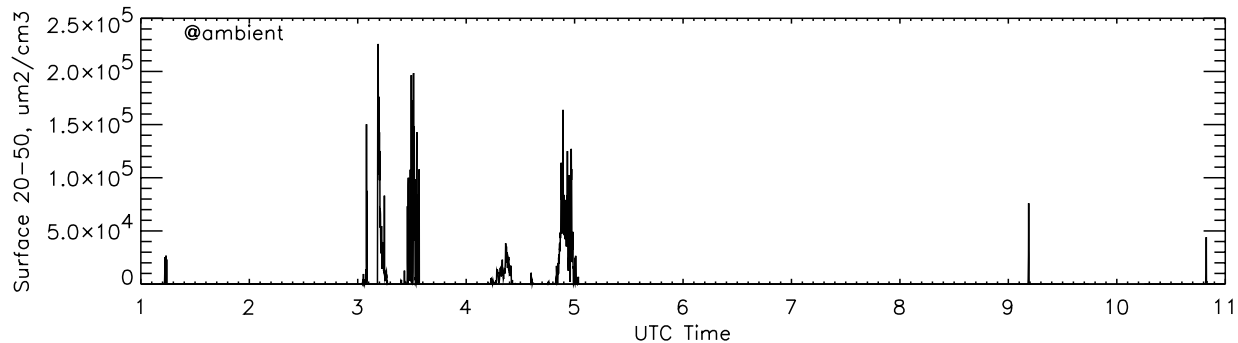
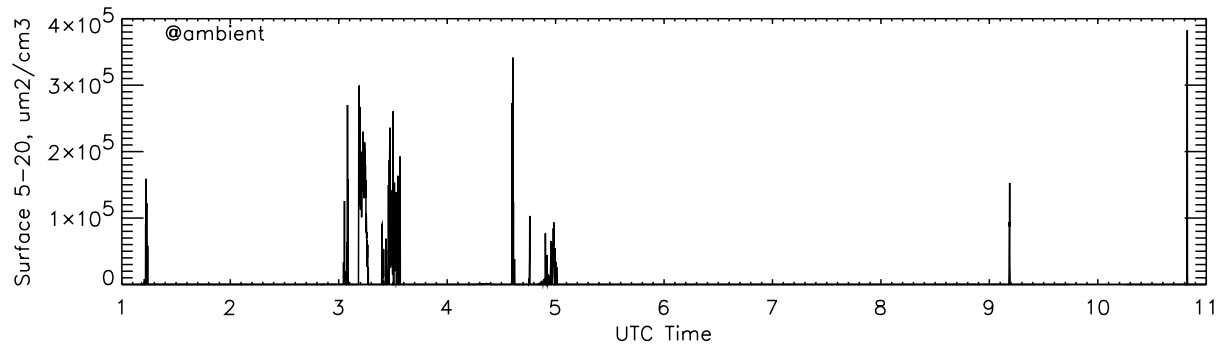
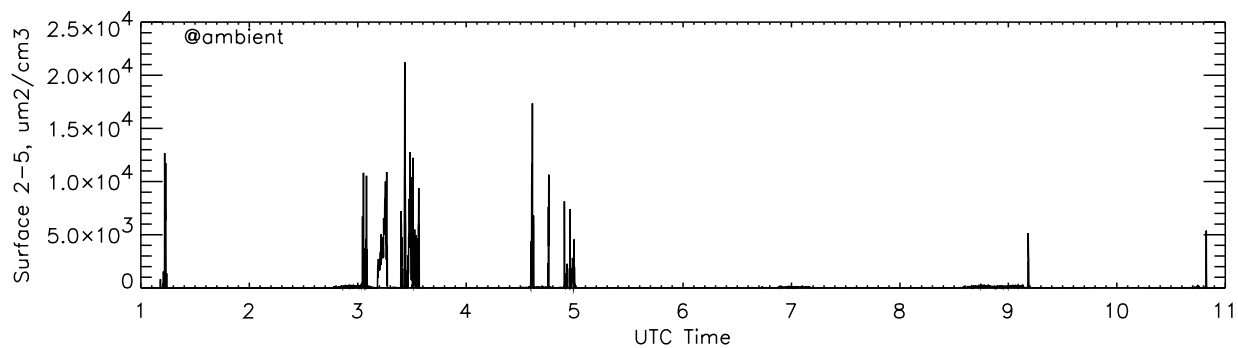
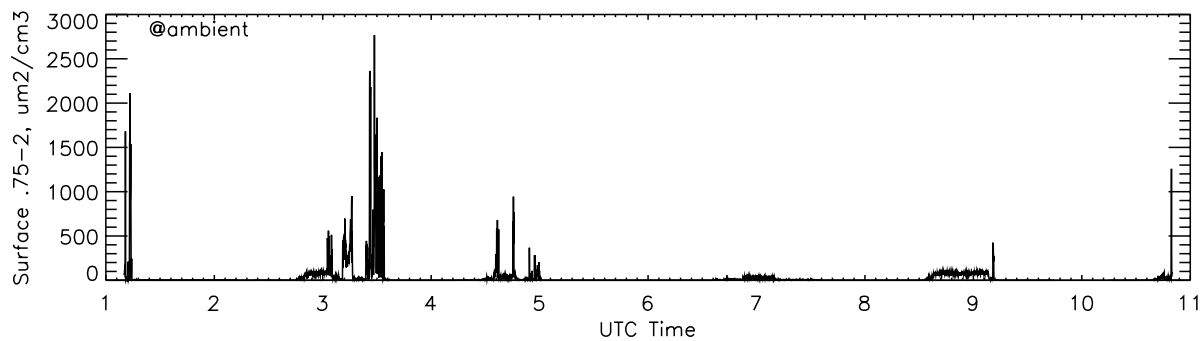
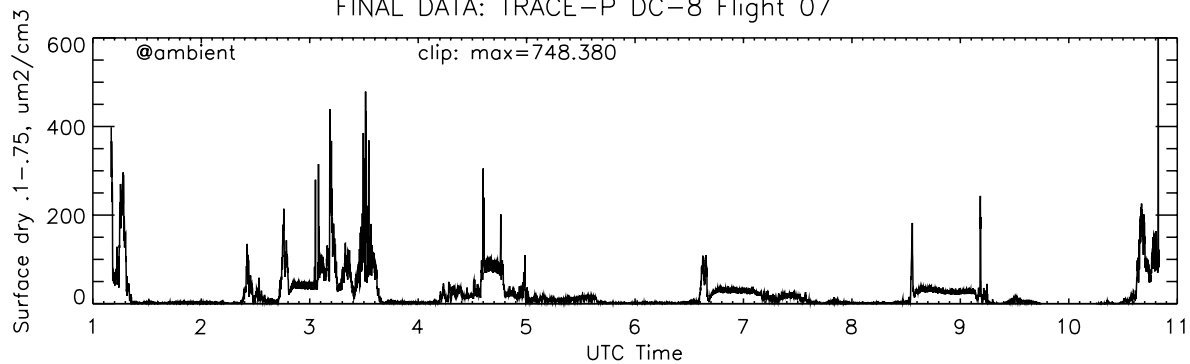
FINAL DATA: TRACE-P DC-8 Flight 07



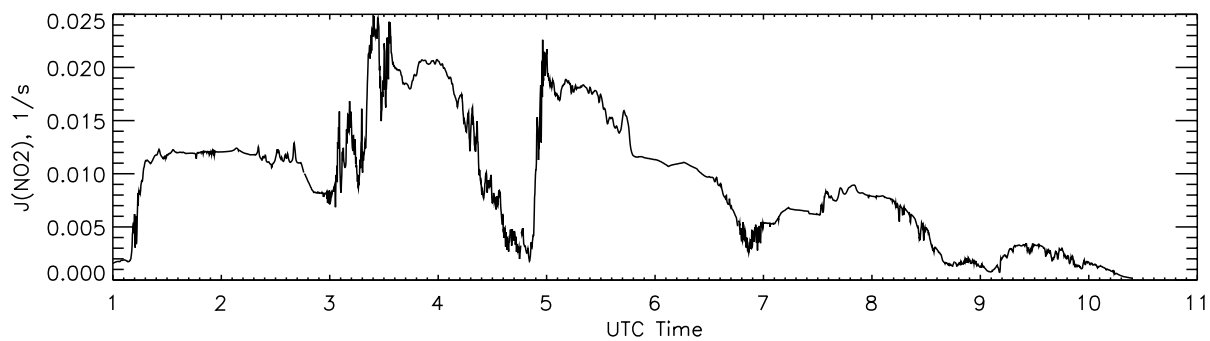
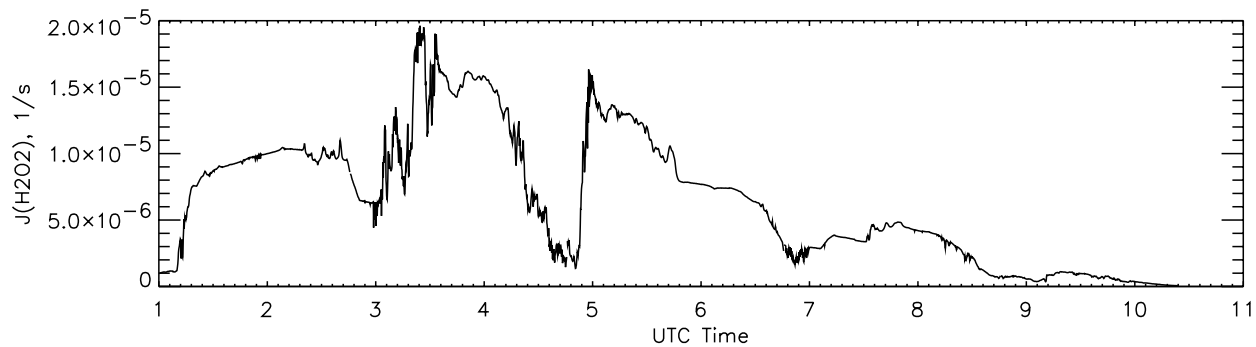
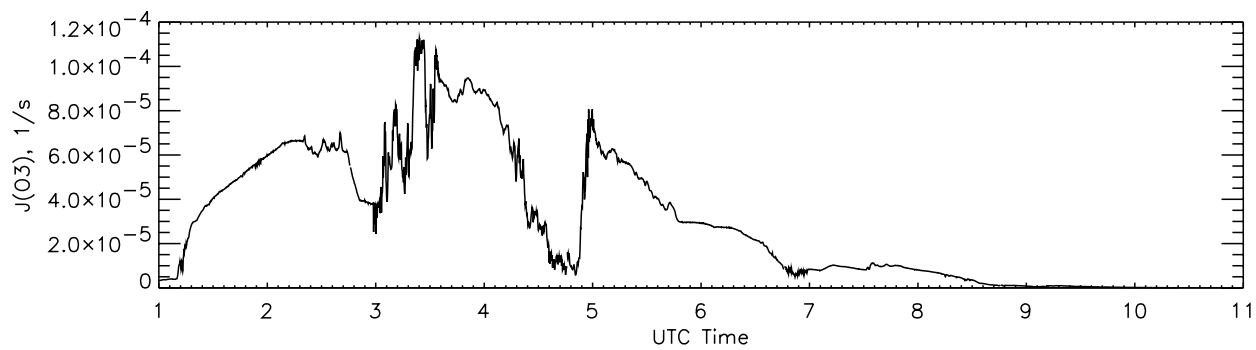
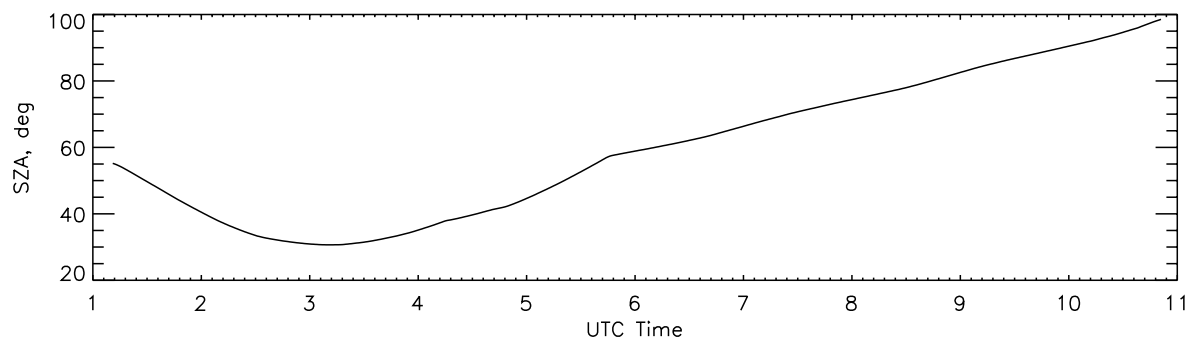
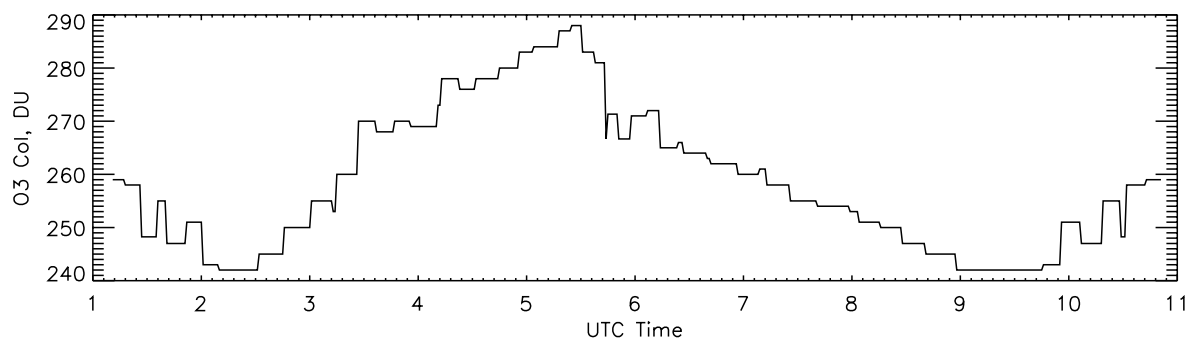
FINAL DATA: TRACE-P DC-8 Flight 07



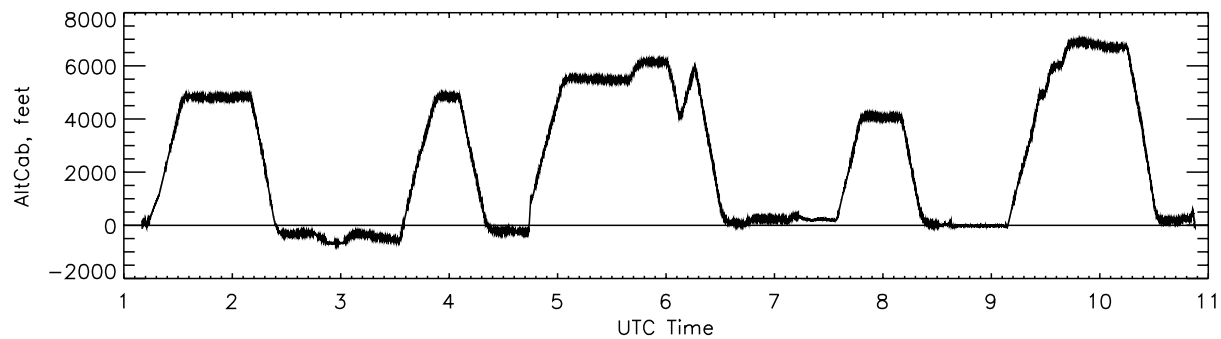
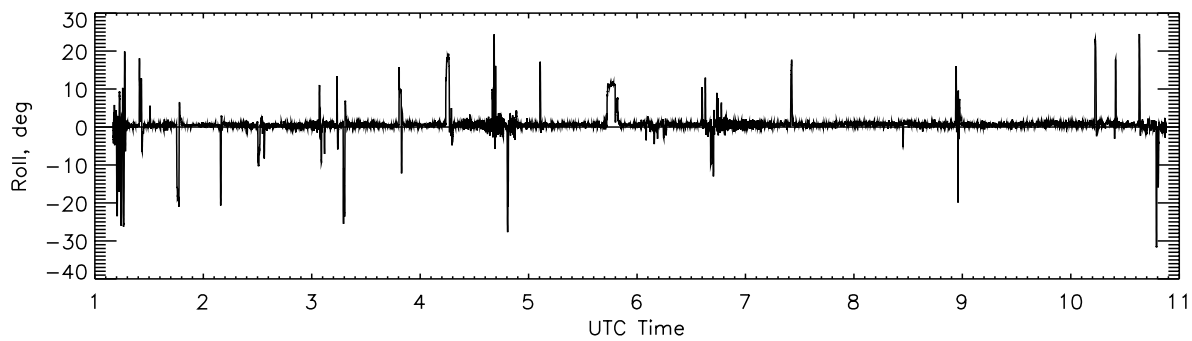
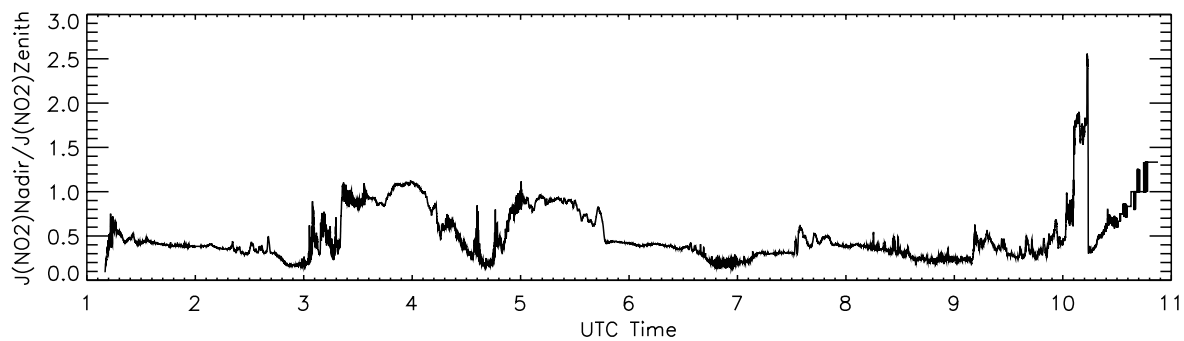
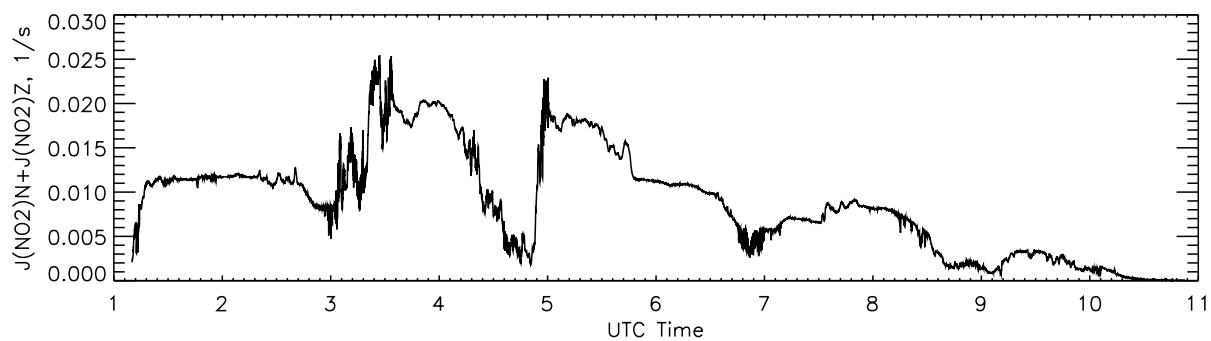
FINAL DATA: TRACE-P DC-8 Flight 07



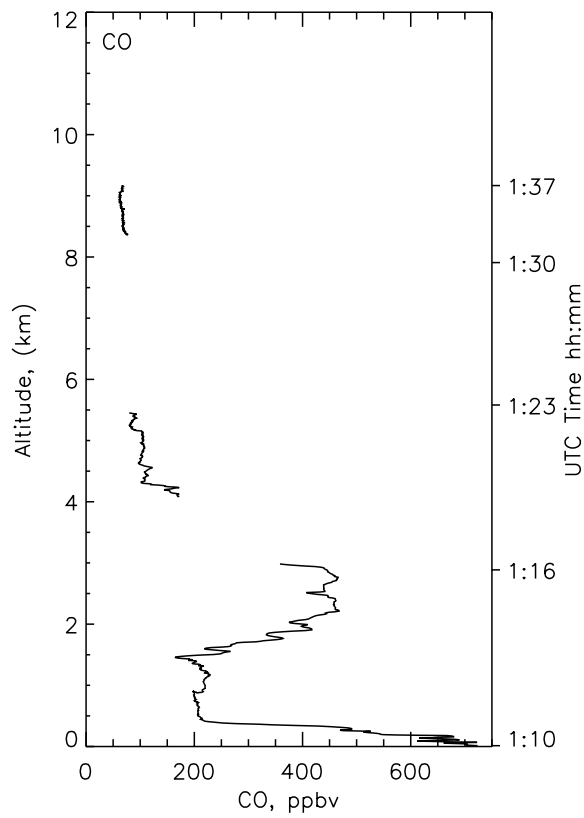
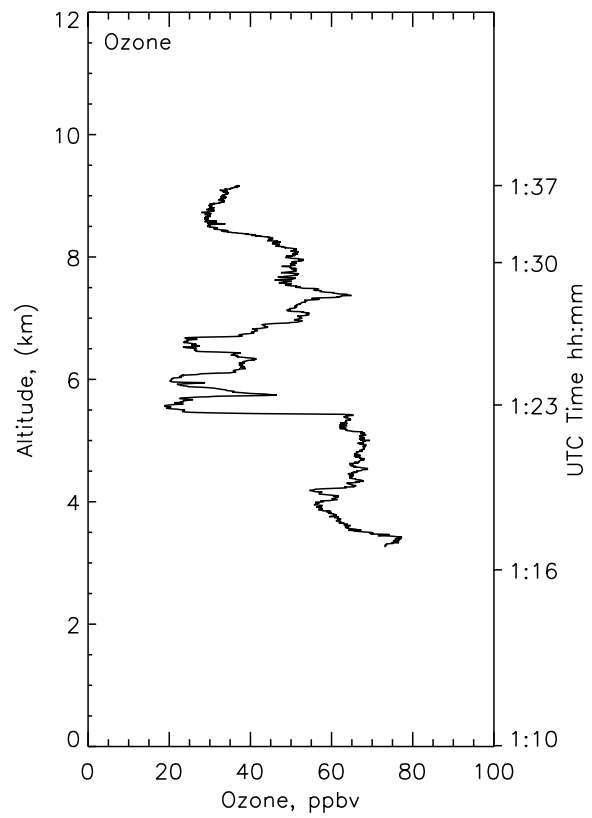
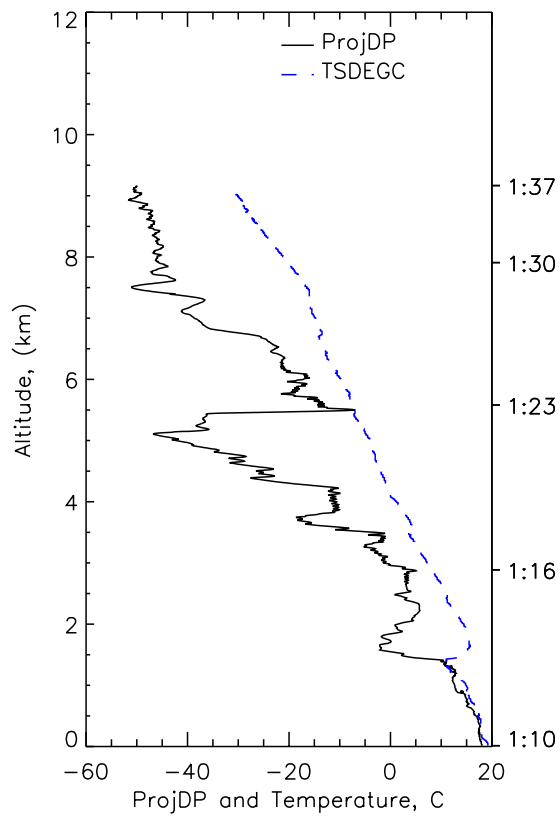
FINAL DATA: TRACE-P DC-8 Flight 07



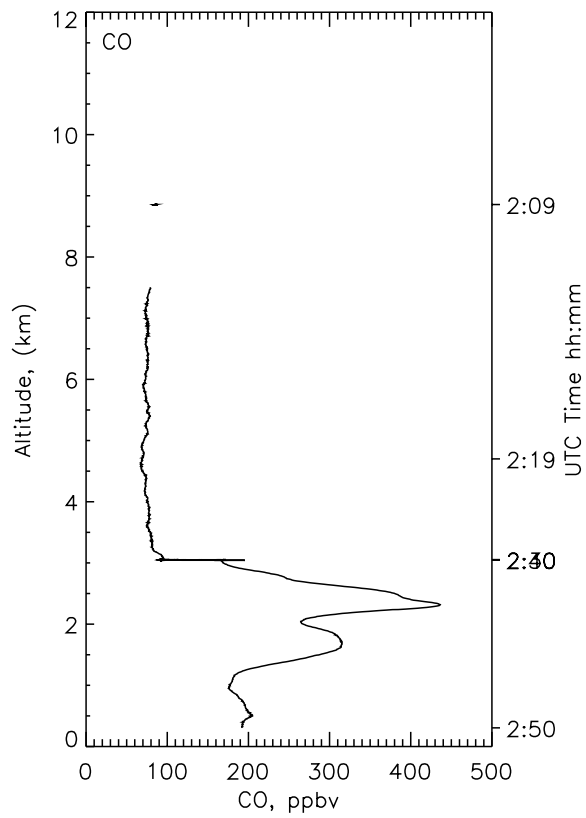
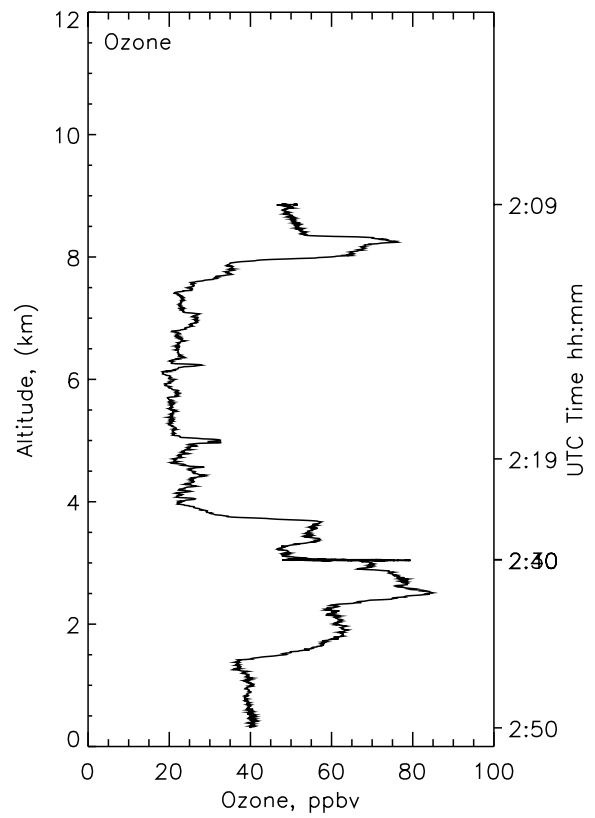
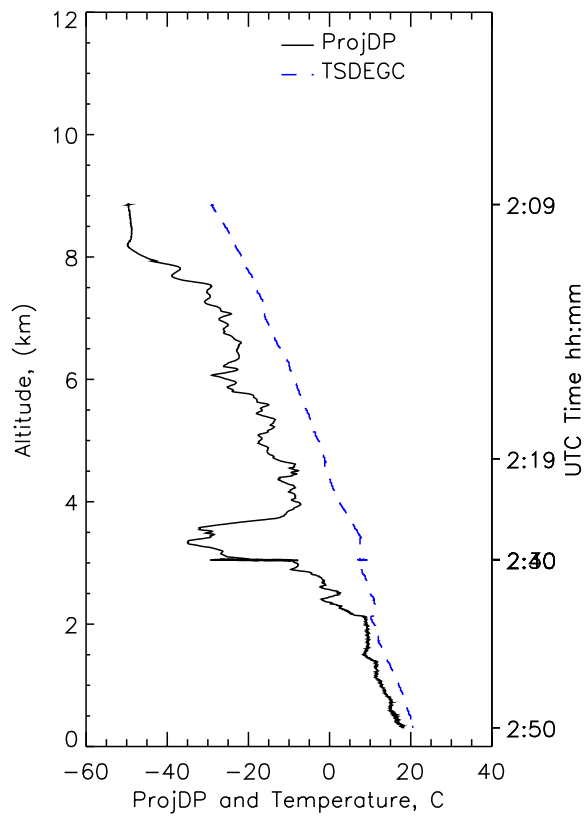
FINAL DATA: TRACE-P DC-8 Flight 07



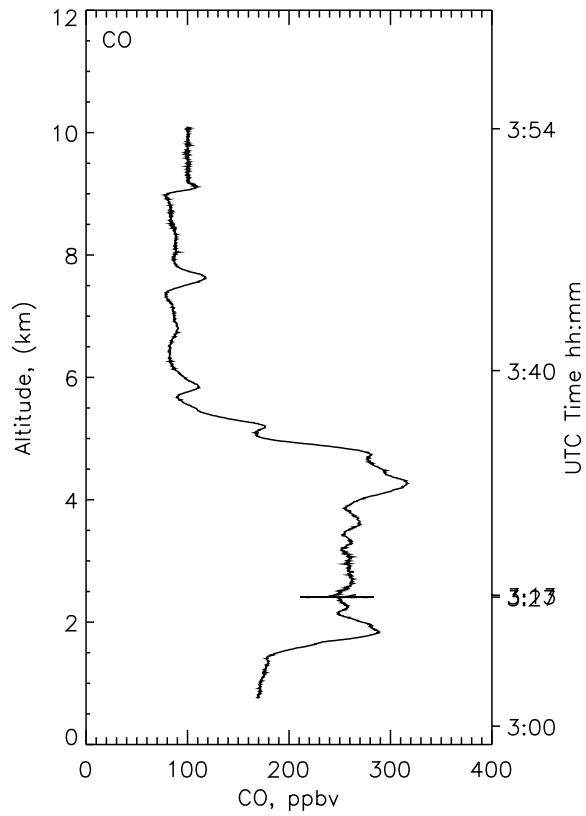
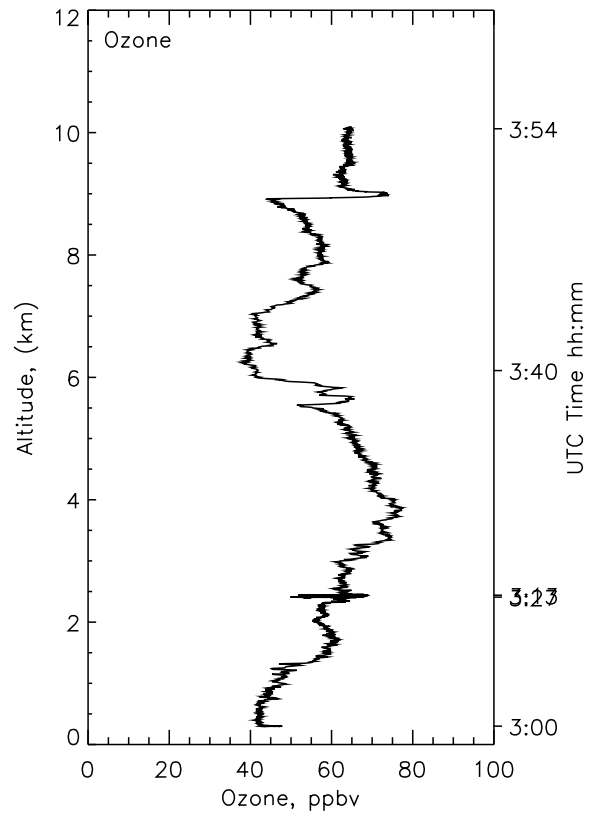
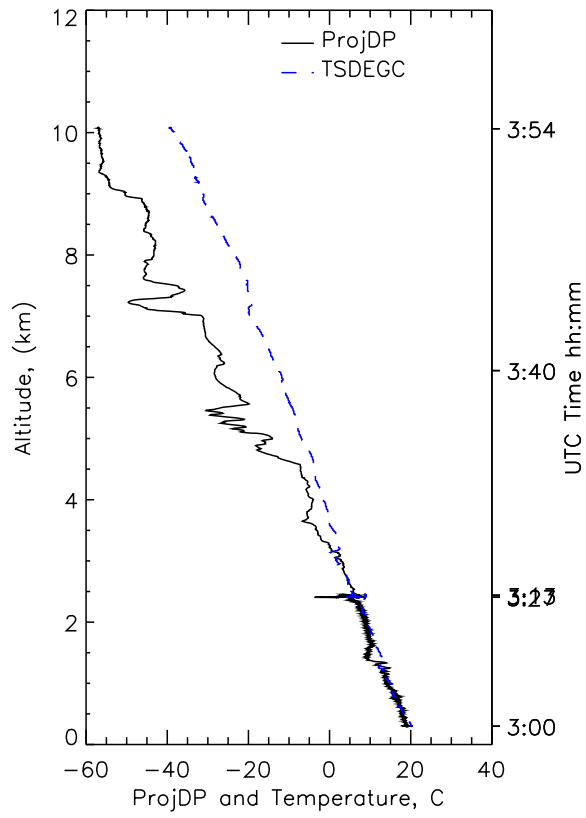
Profile #1 TRACE-P DC-8 Flight 07



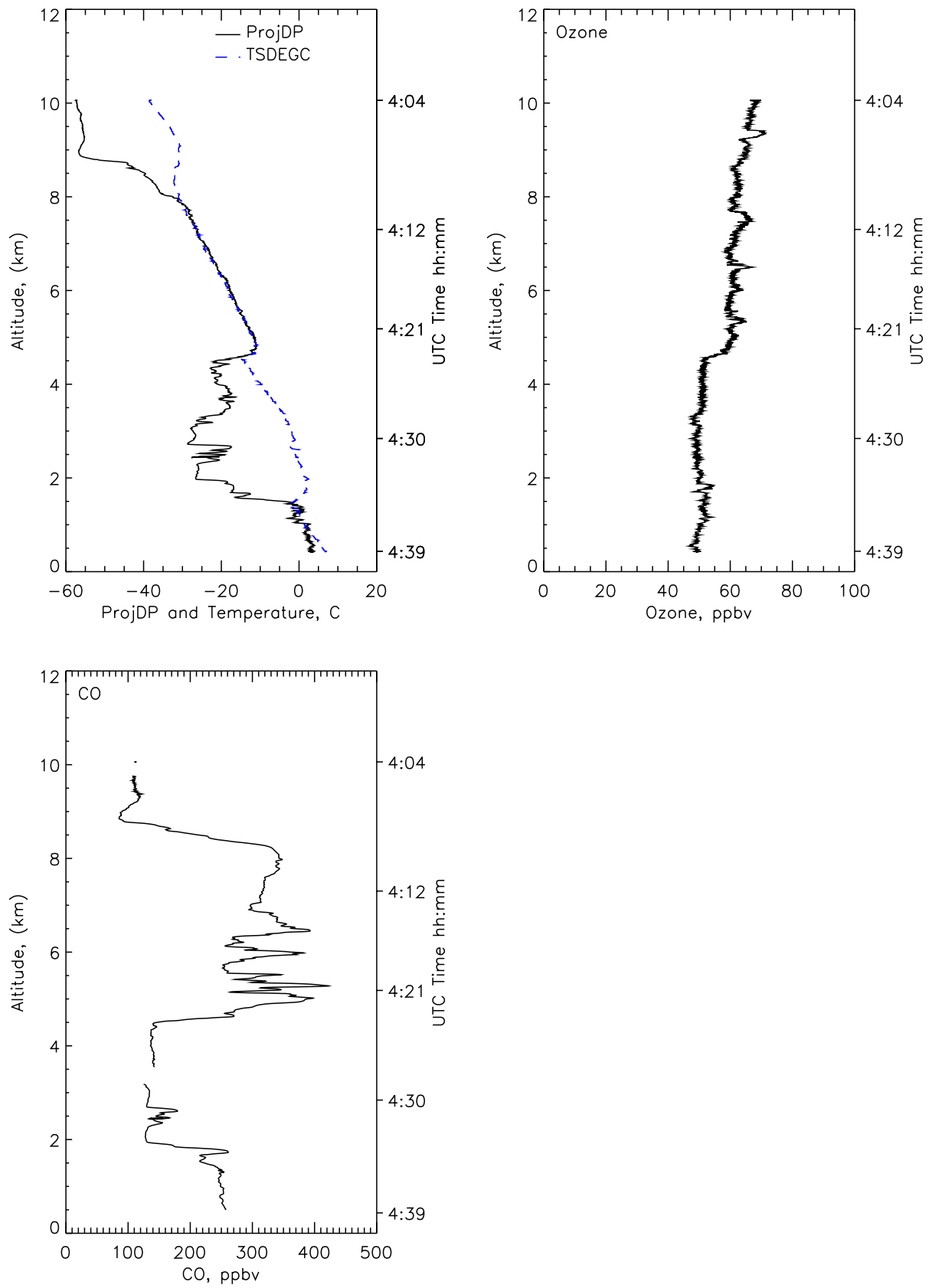
Profile #2 TRACE-P DC-8 Flight 07



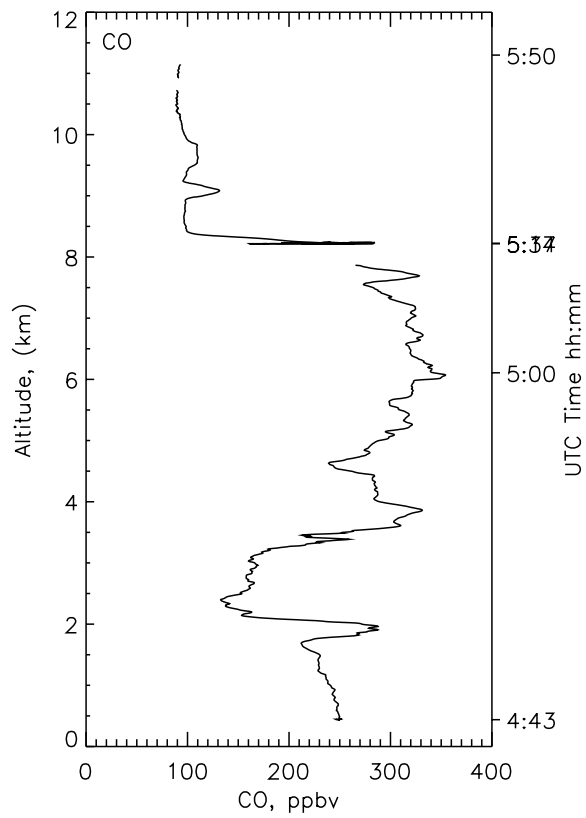
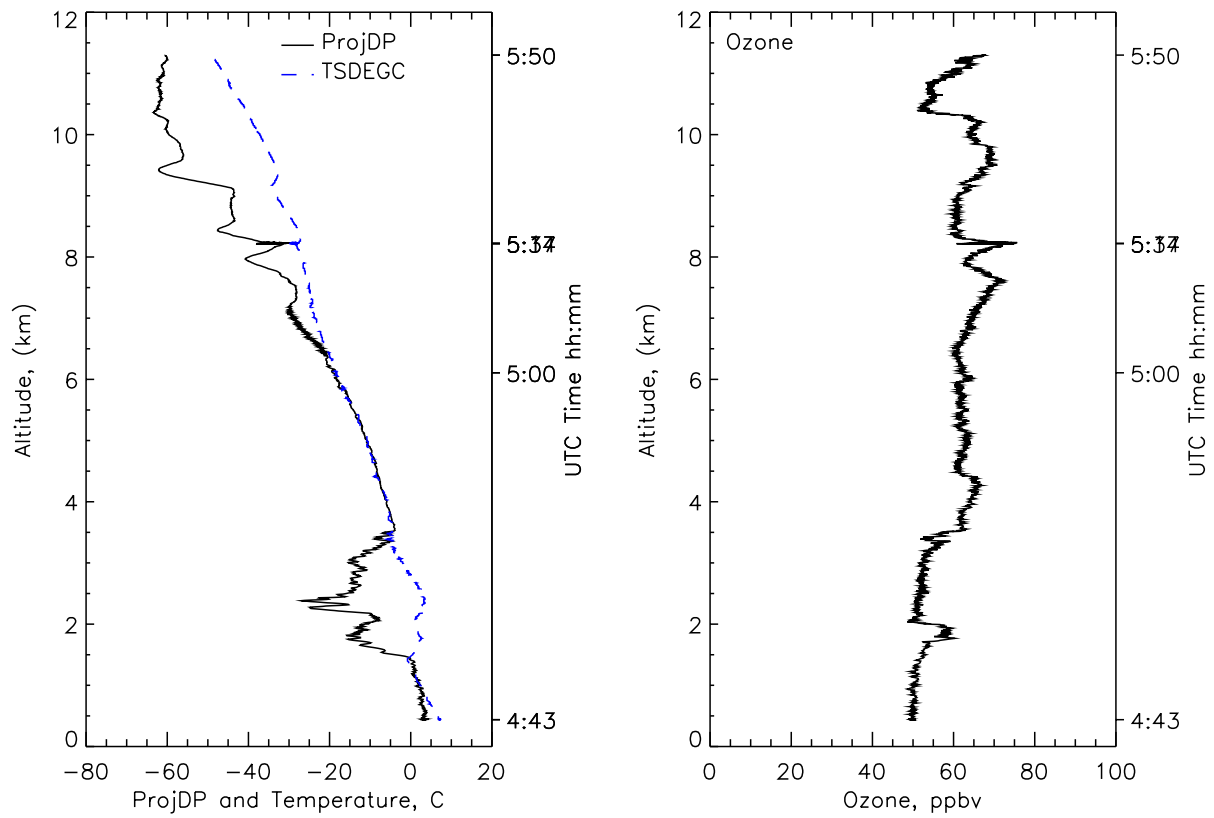
Profile #3 TRACE-P DC-8 Flight 07



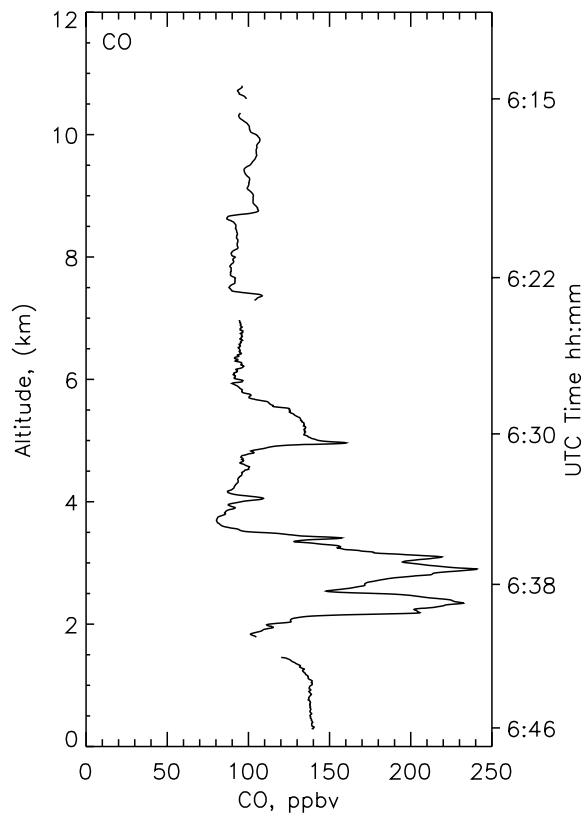
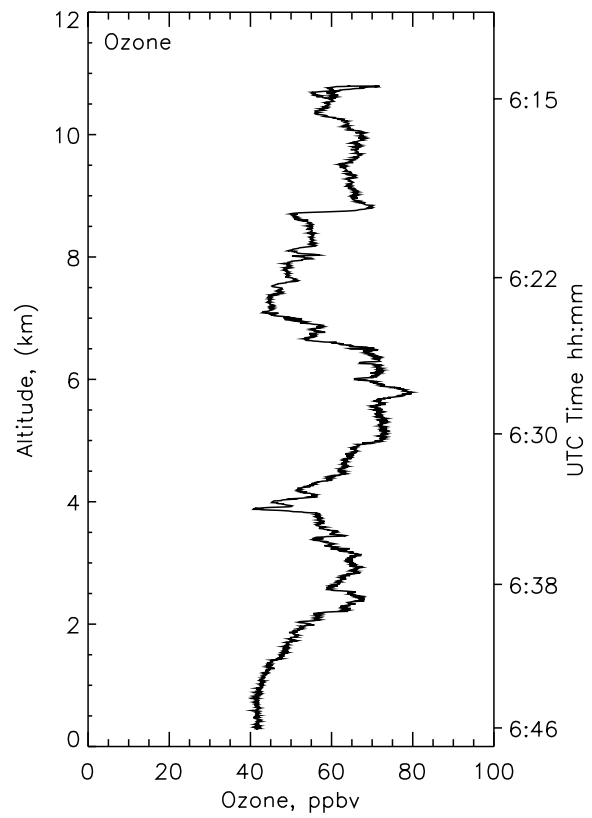
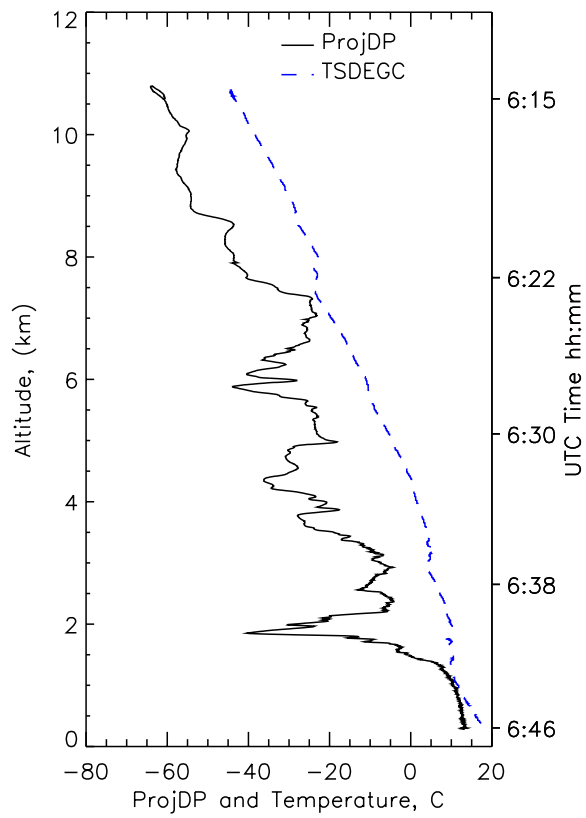
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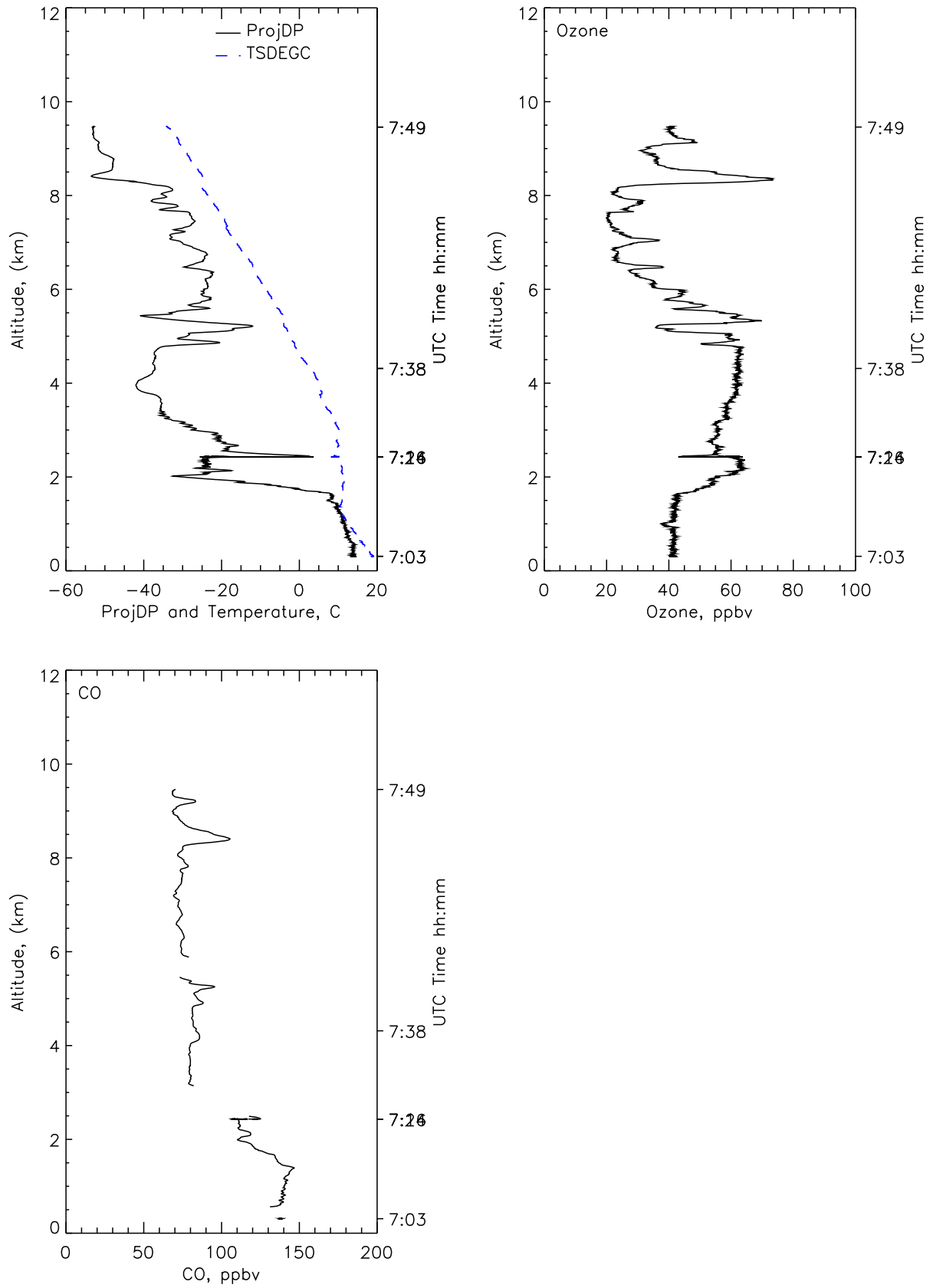
Profile #5 TRACE-P DC-8 Flight 07



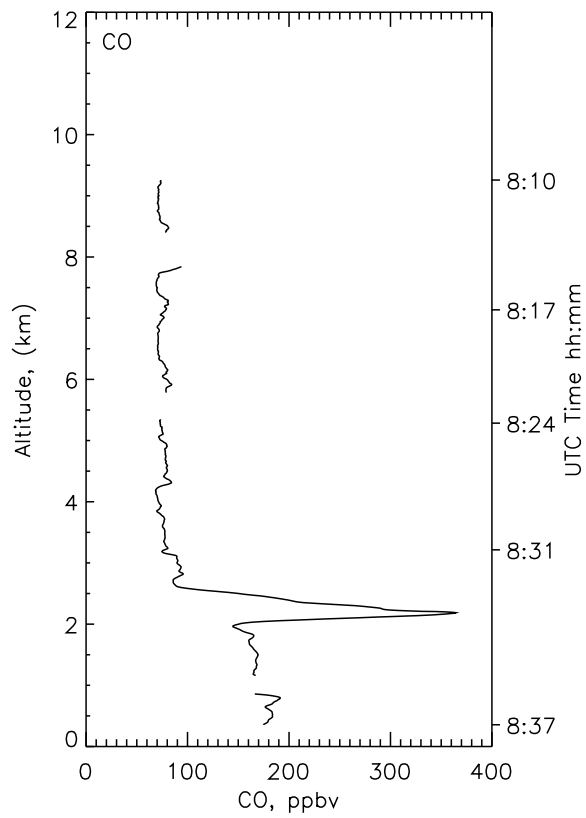
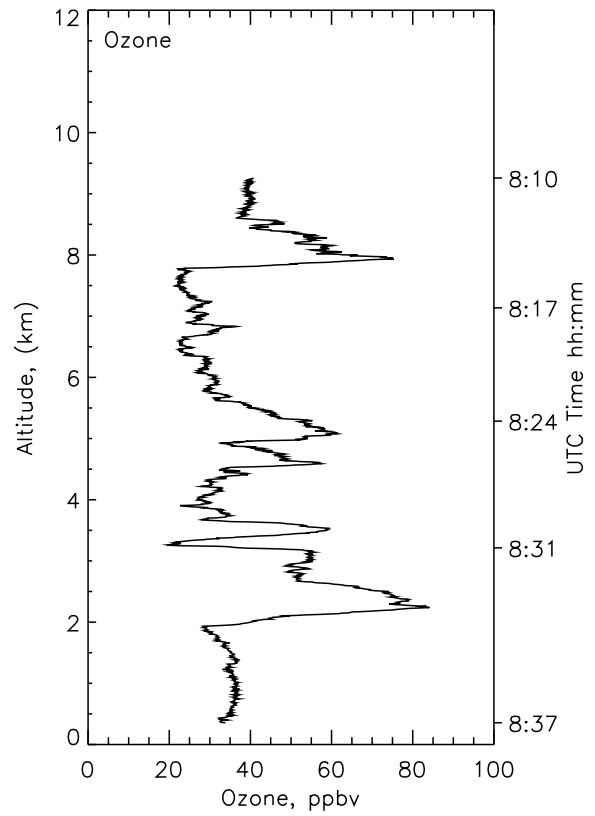
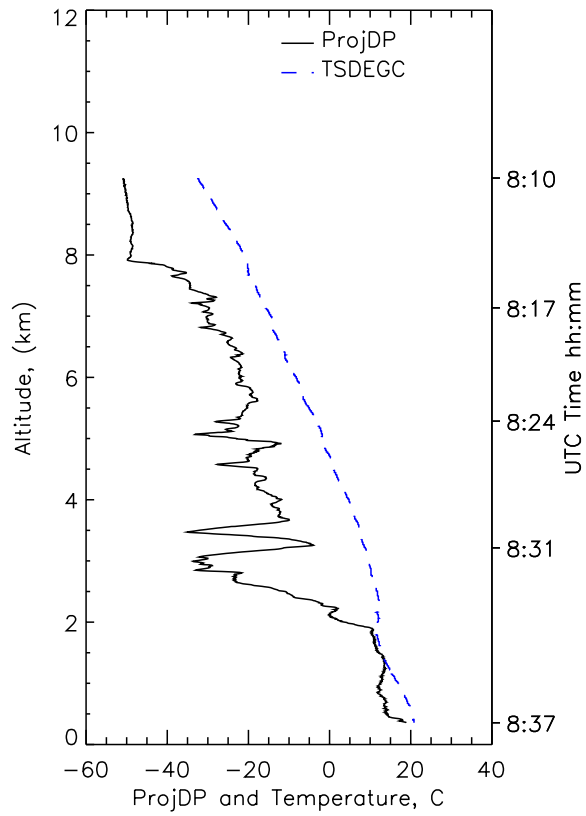
Profile #6 TRACE-P DC-8 Flight 07



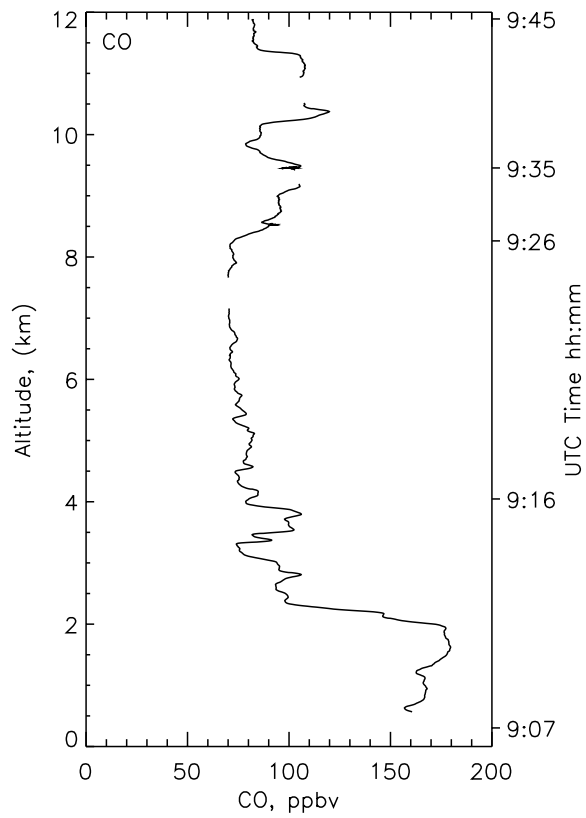
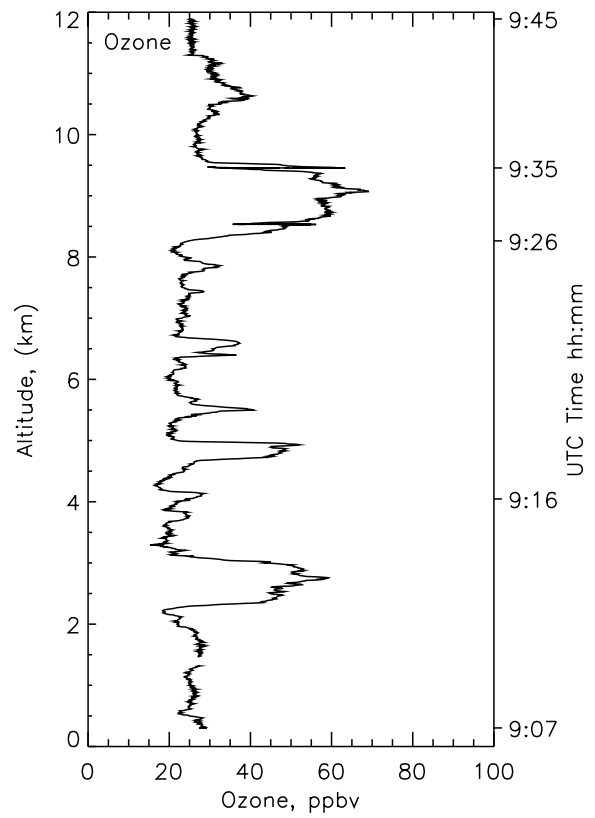
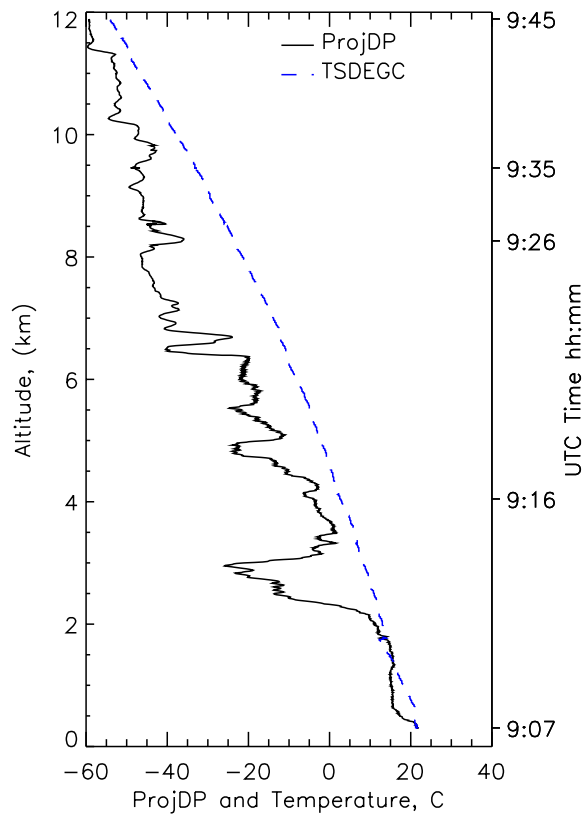
Profile #7 TRACE-P DC-8 Flight 07



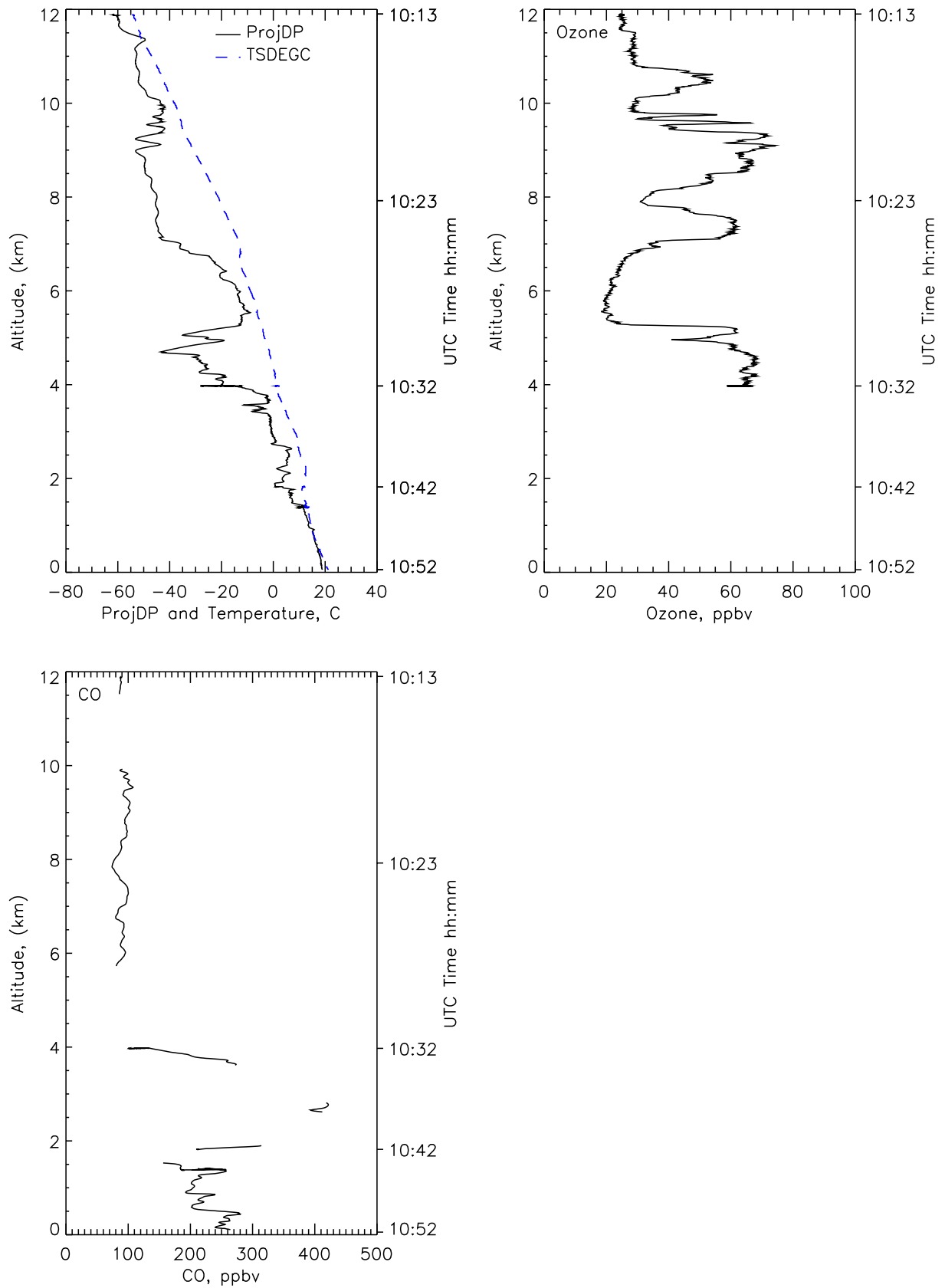
Profile #8 TRACE-P DC-8 Flight 07



Profile #9 TRACE-P DC-8 Flight 07



Profile #* TRACE-P DC-8 Flight 07



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

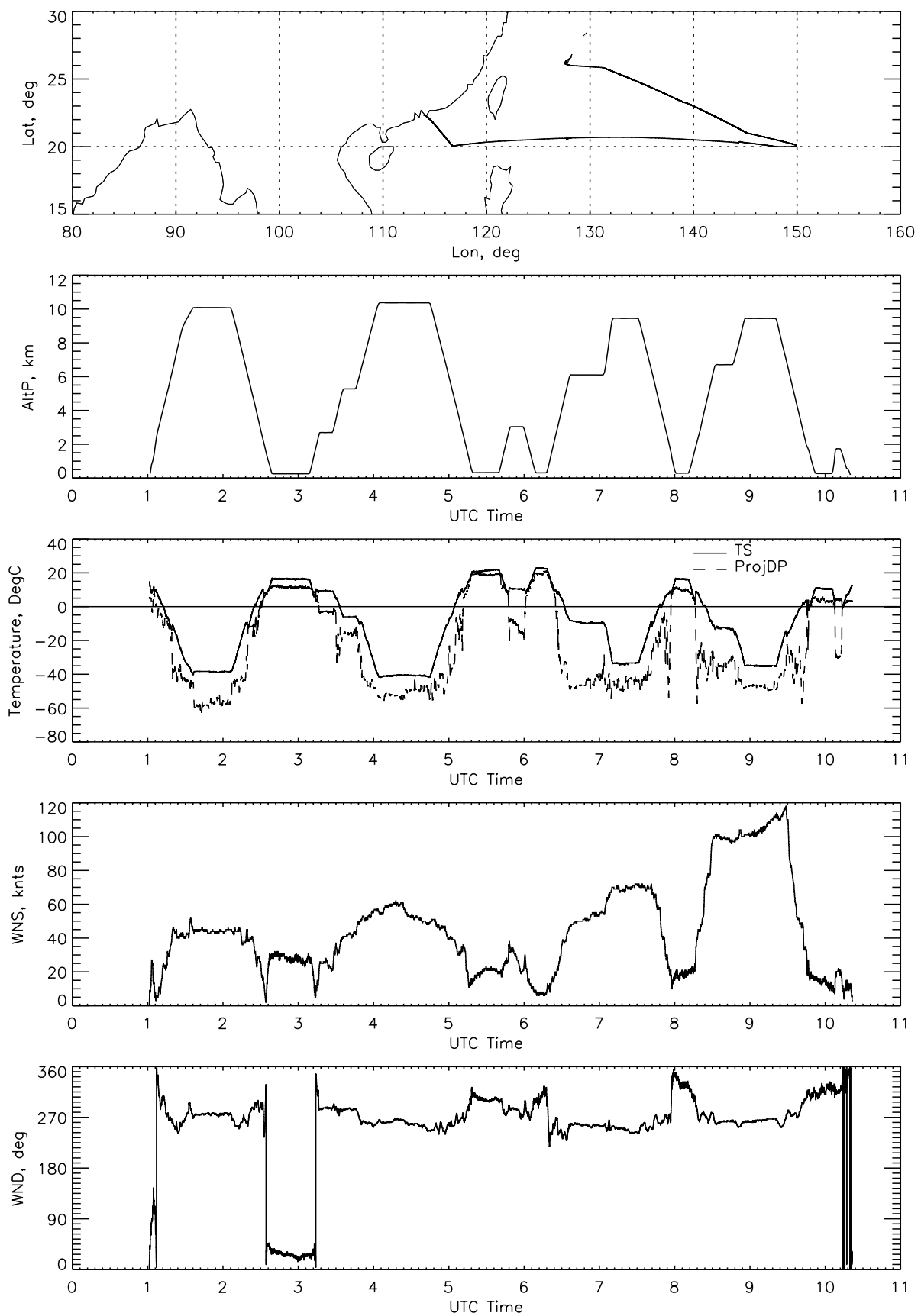
Flight 8D

Local: Hong Kong No. 2

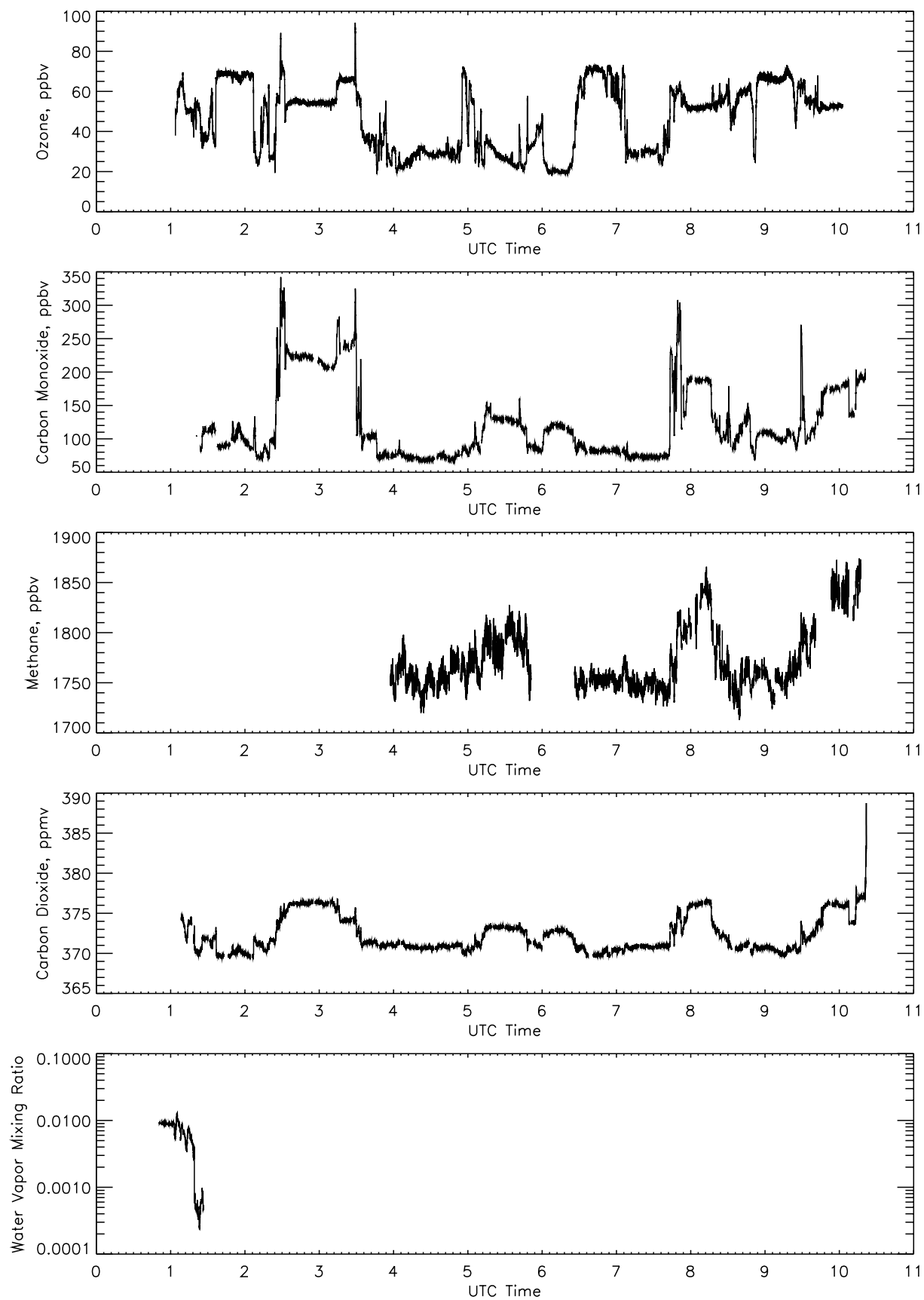
Chemical Evolution of Frontal Outflow

March 9, 2001

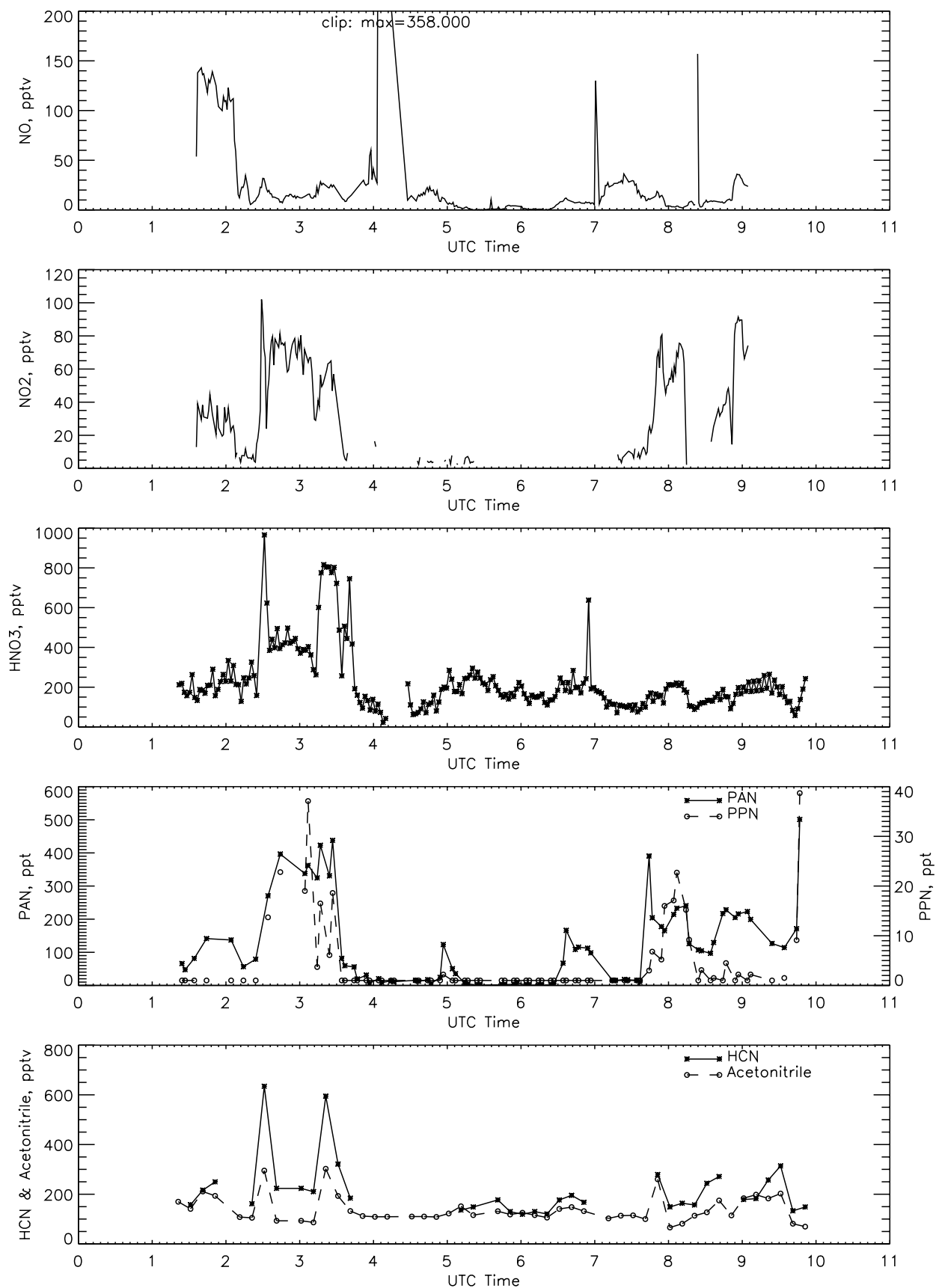
FINAL DATA: TRACE-P DC-8 Flight 08



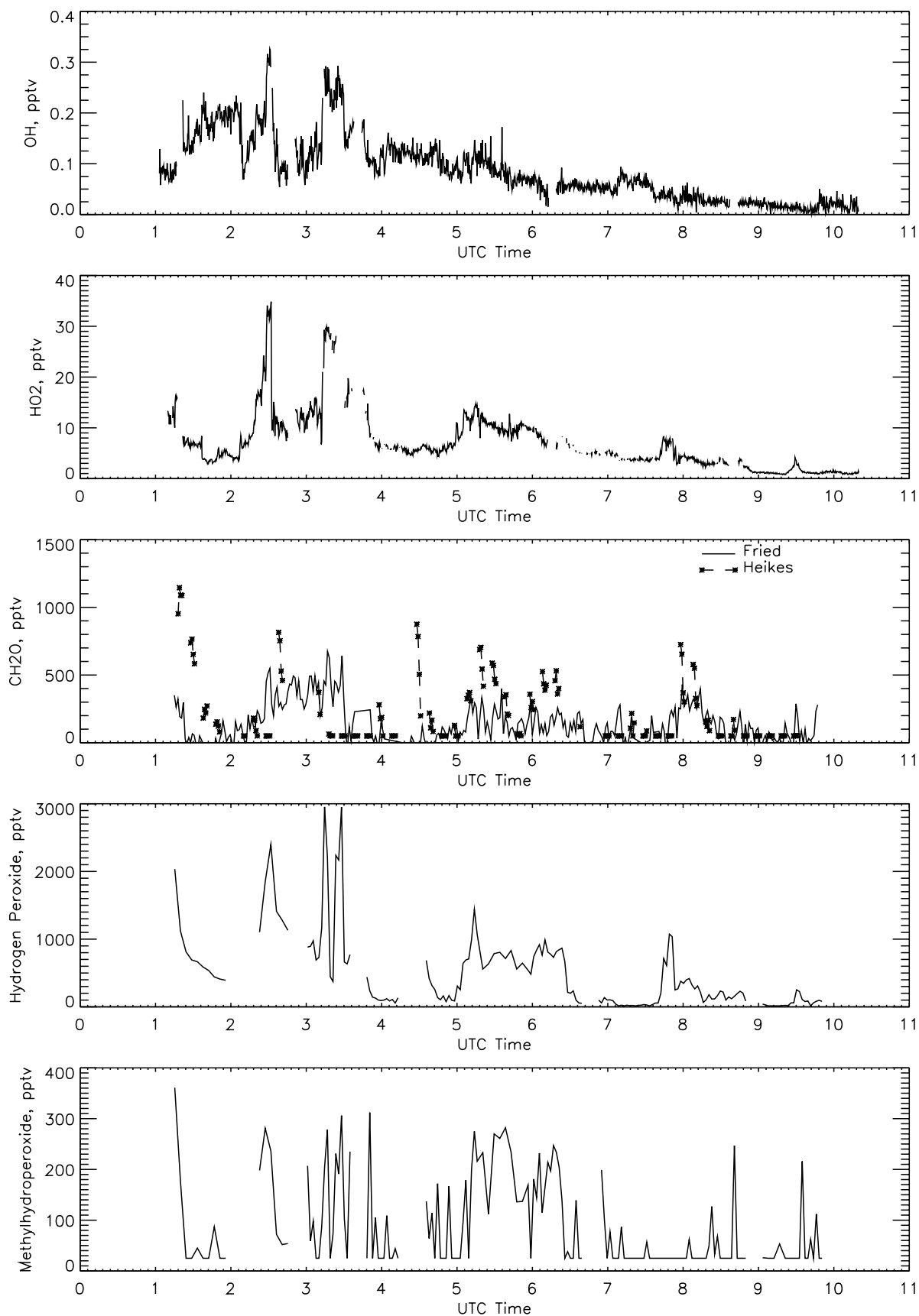
FINAL DATA: TRACE-P DC-8 Flight 08



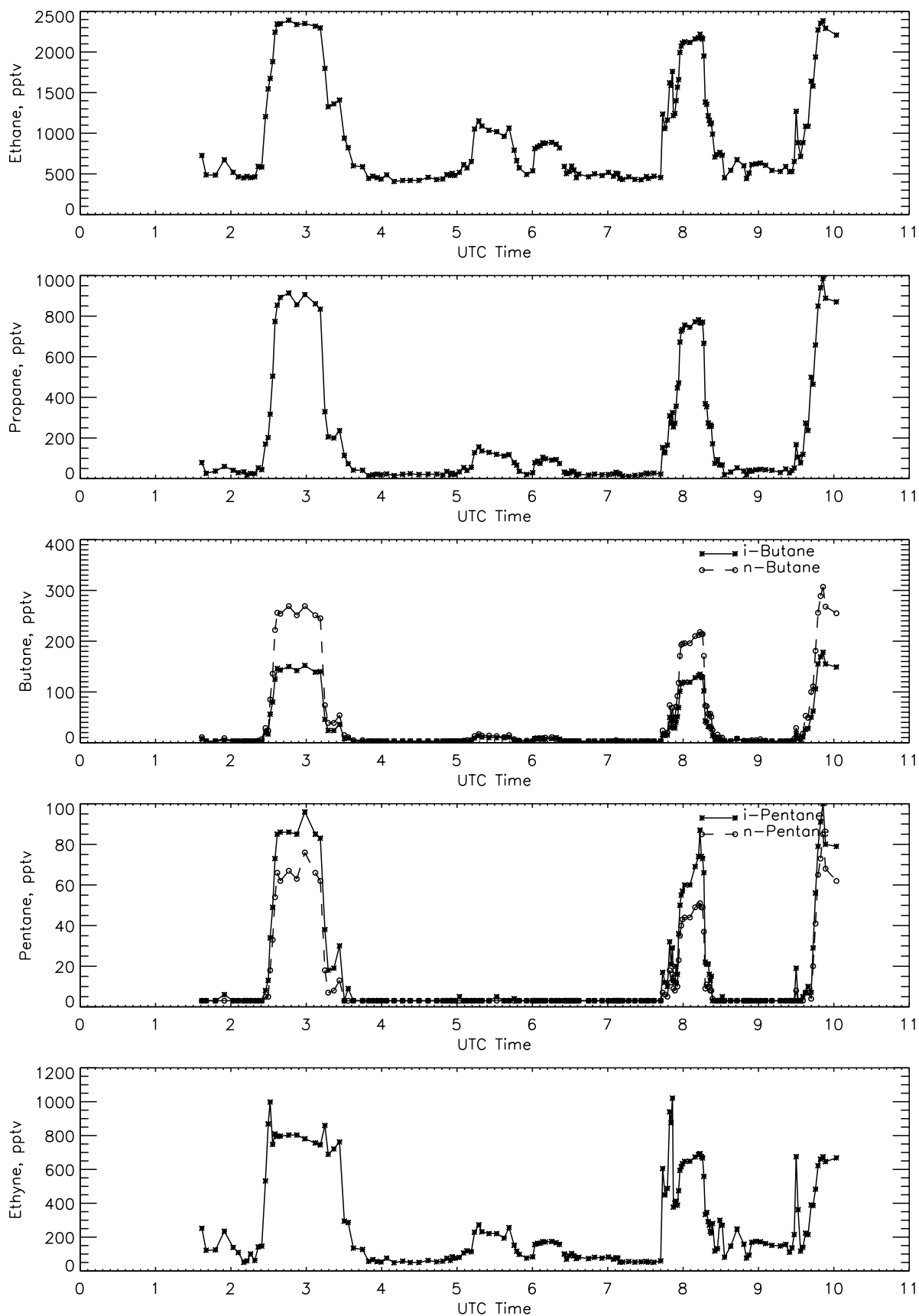
FINAL DATA: TRACE-P DC-8 Flight 08



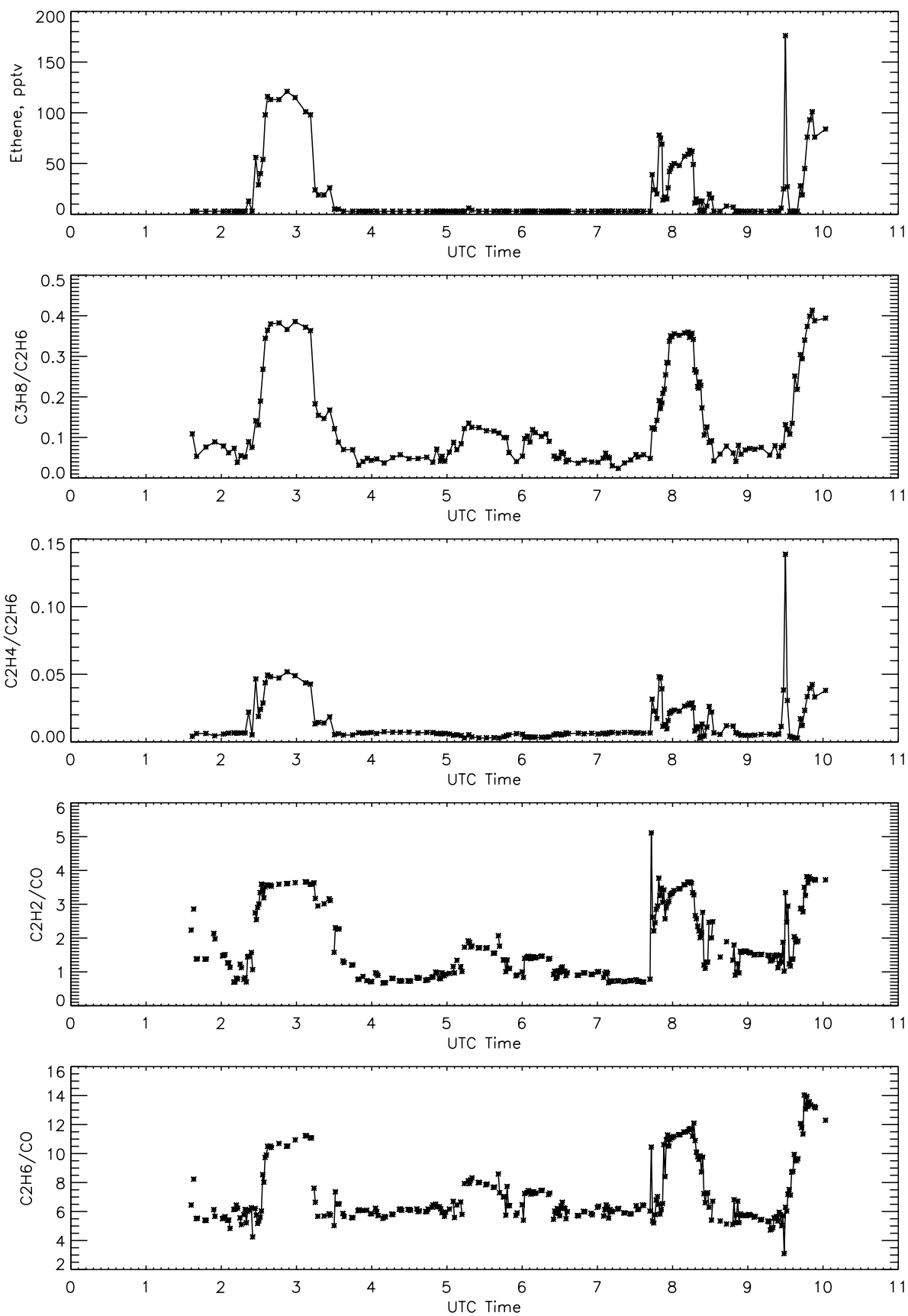
FINAL DATA: TRACE-P DC-8 Flight 08



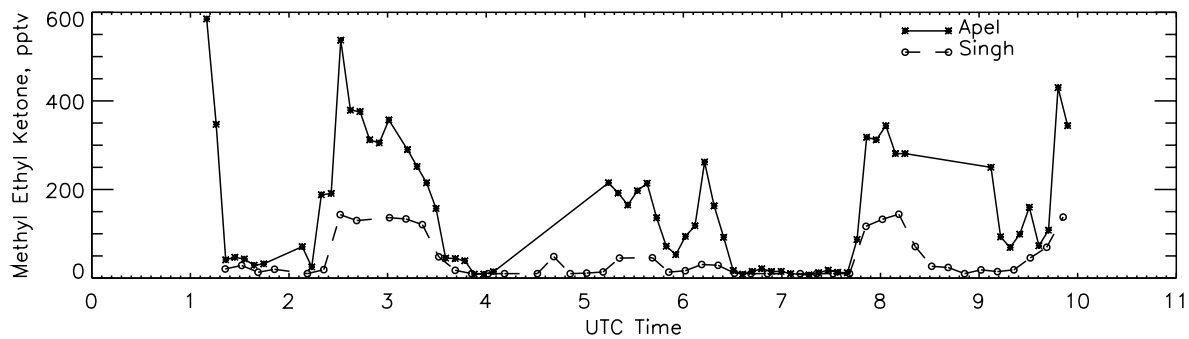
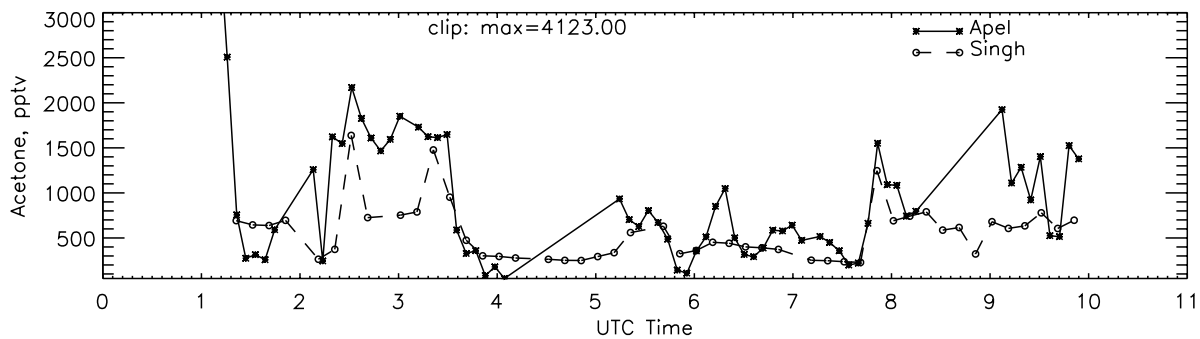
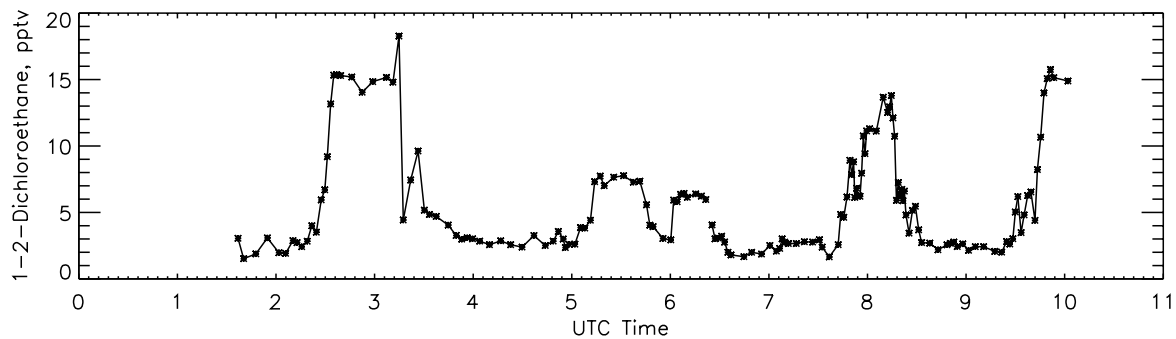
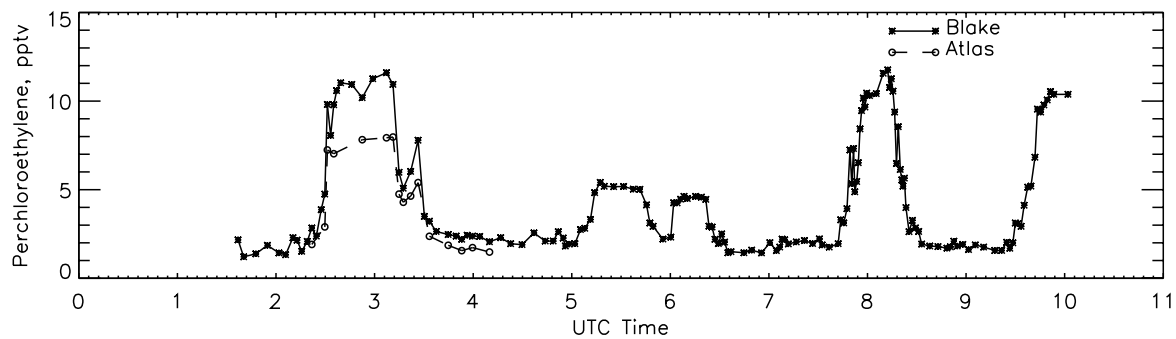
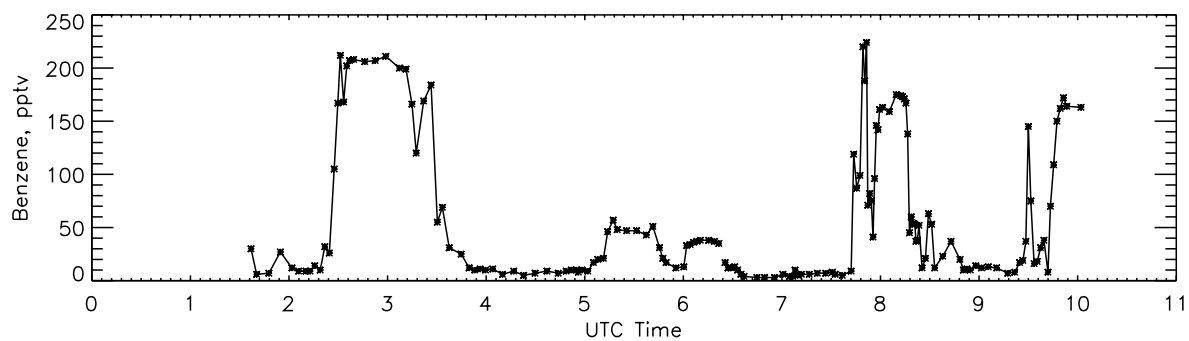
FINAL DATA: TRACE-P DC-8 Flight 08



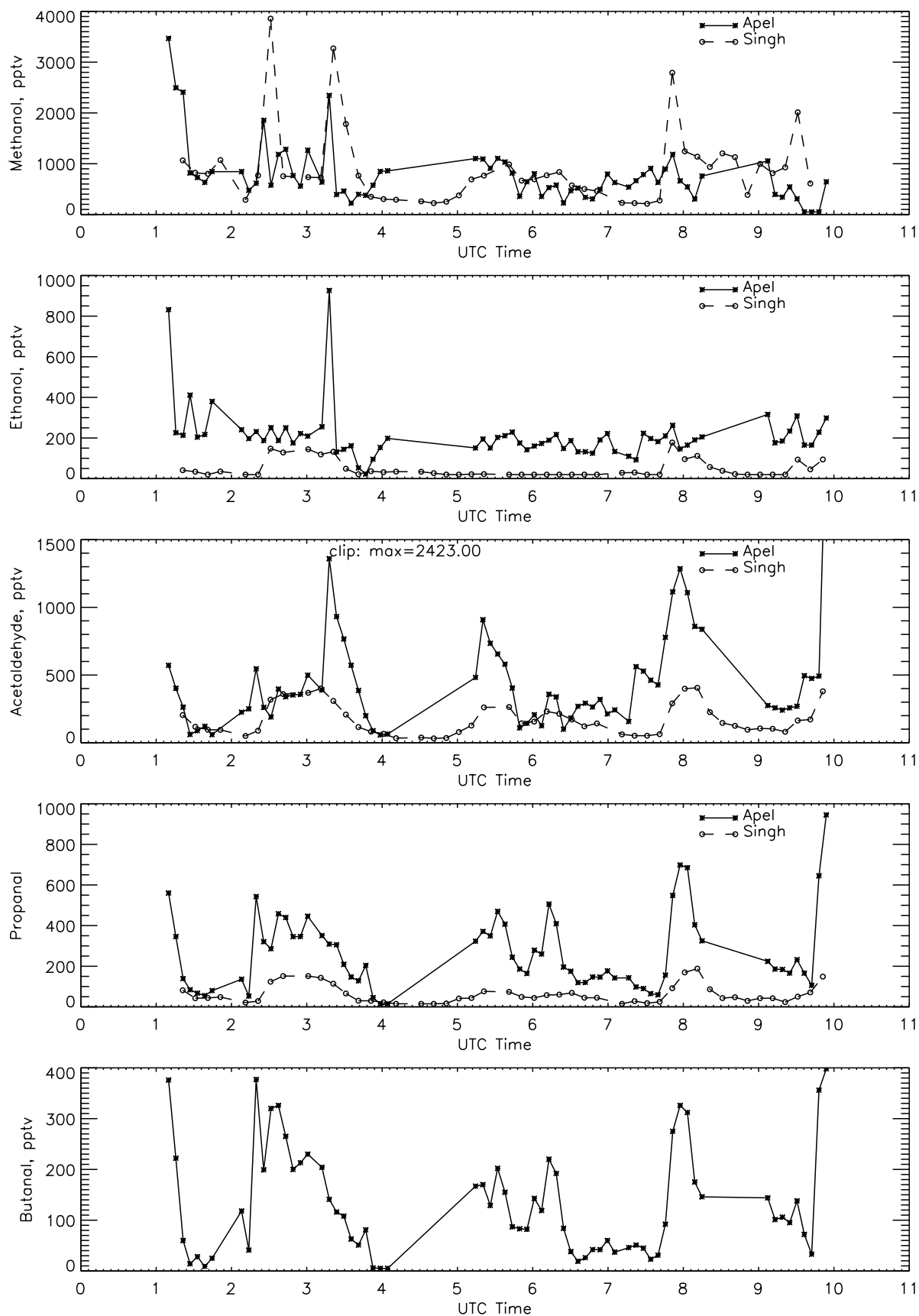
FINAL DATA: TRACE-P DC-8 Flight 08



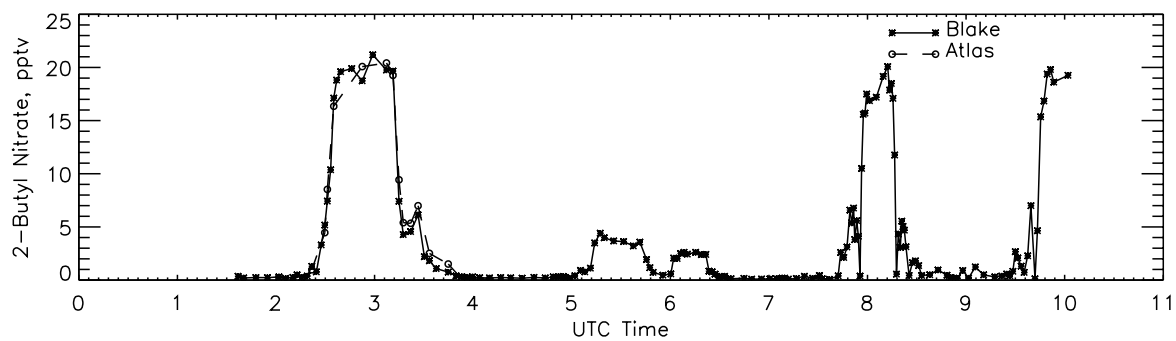
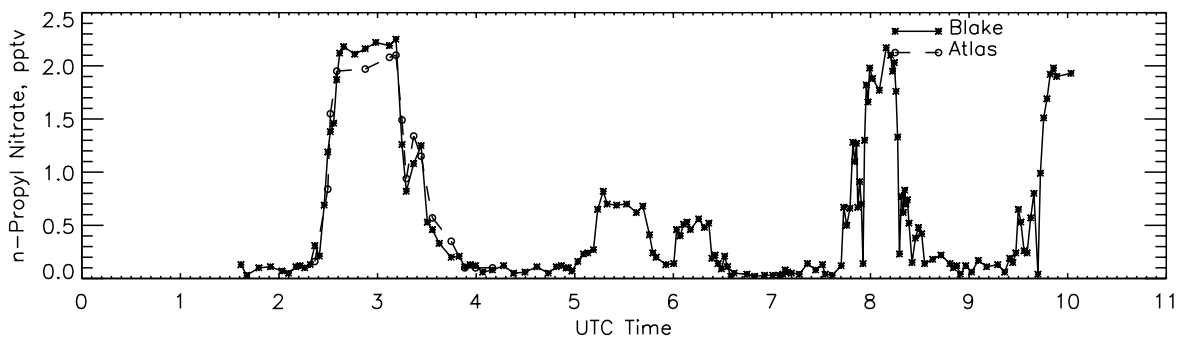
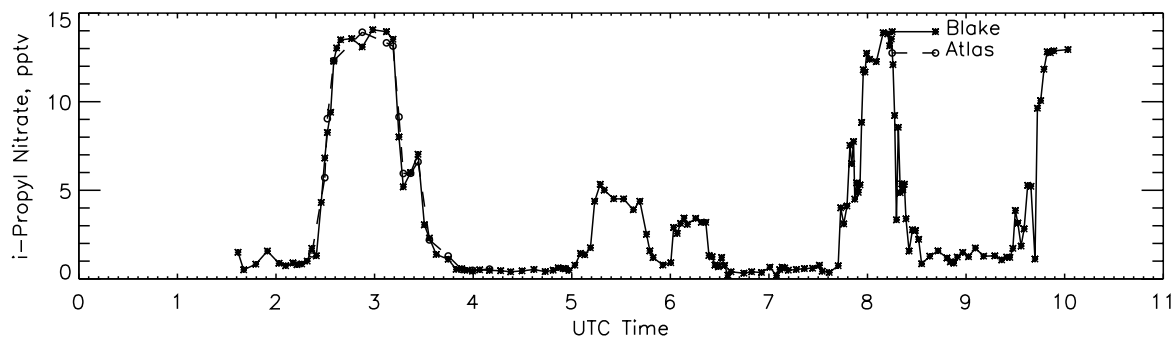
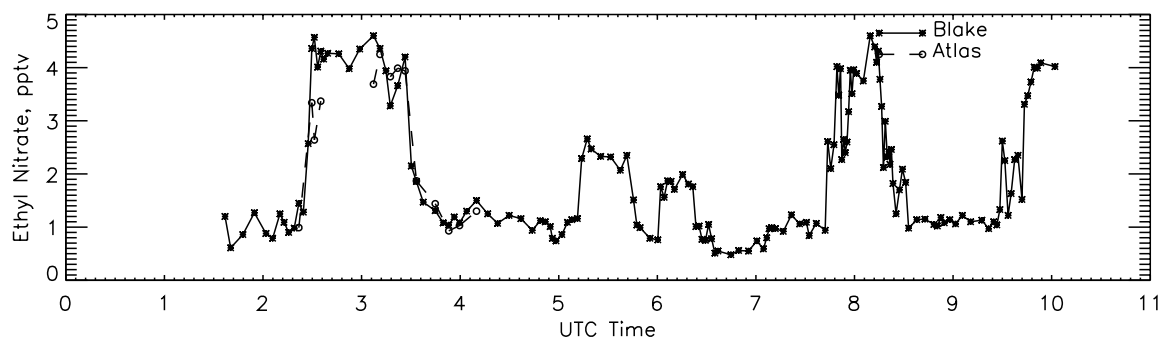
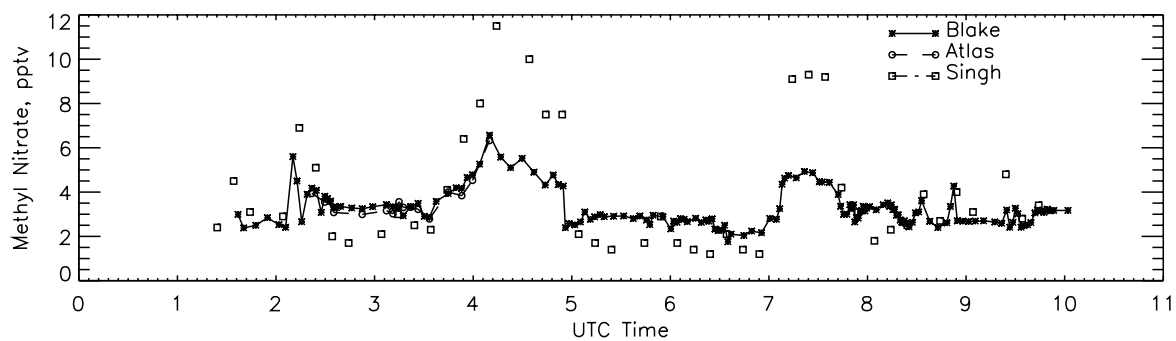
FINAL DATA: TRACE-P DC-8 Flight 08



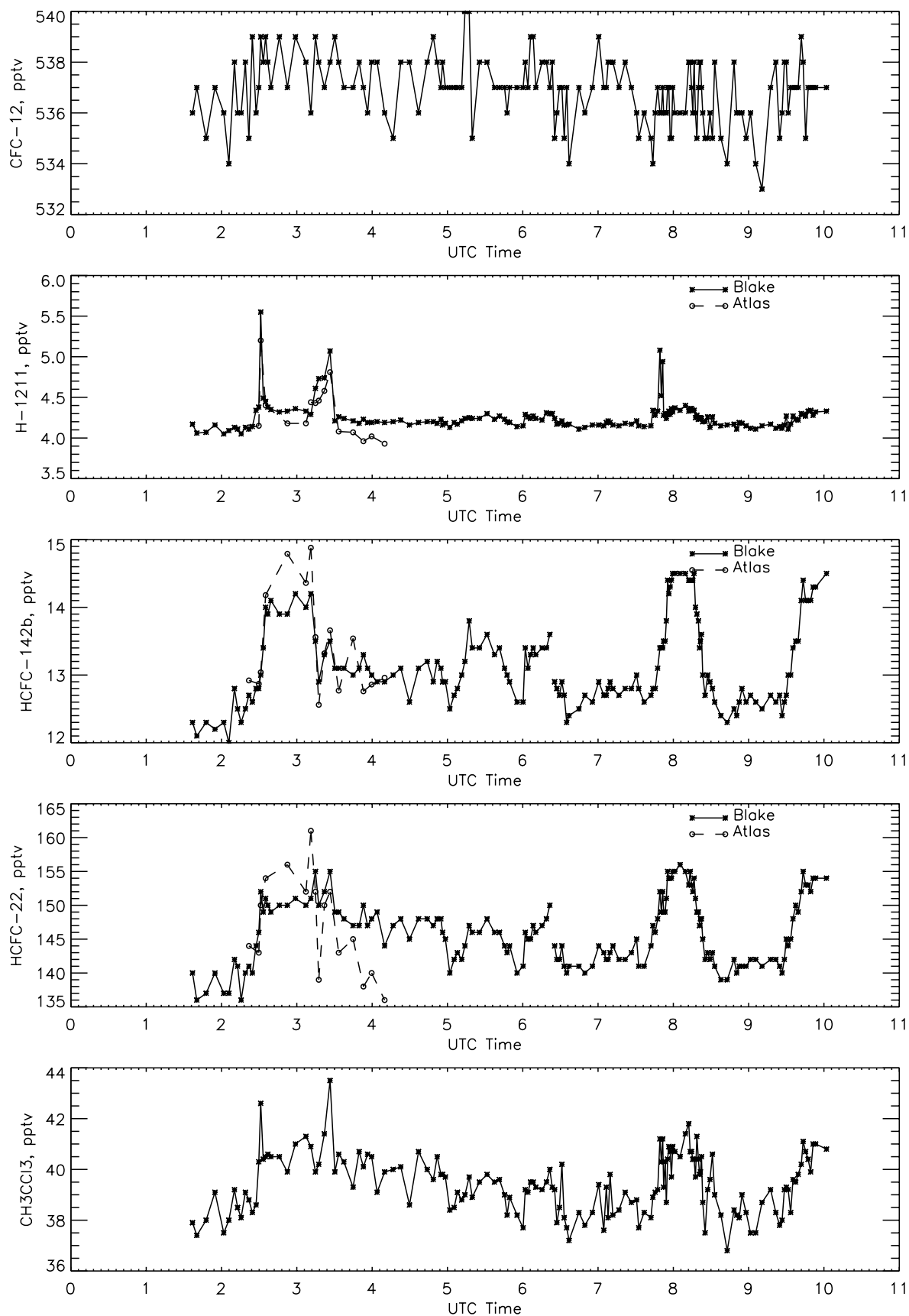
FINAL DATA: TRACE-P DC-8 Flight 08



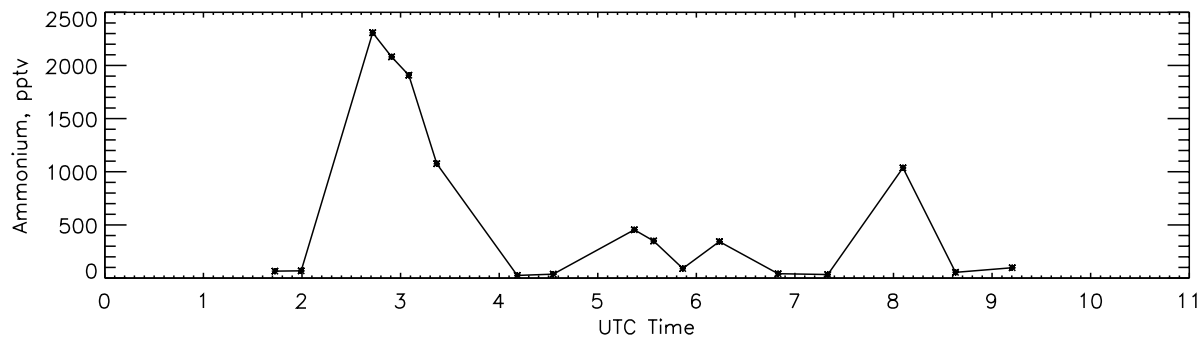
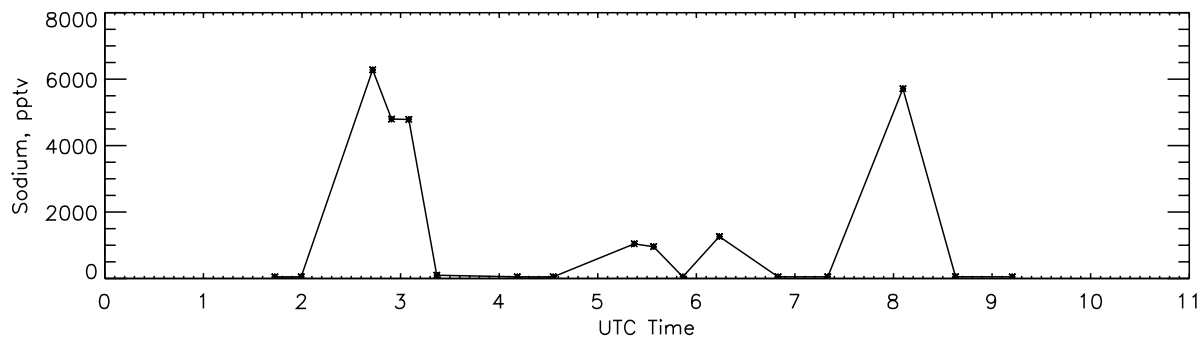
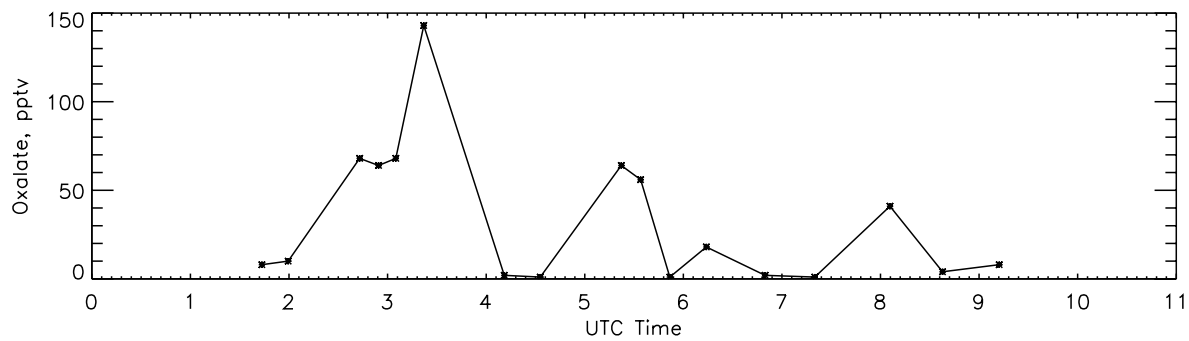
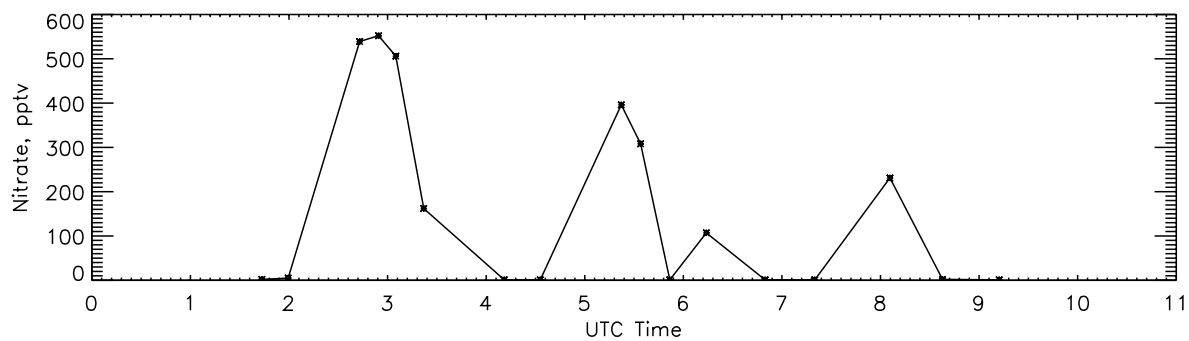
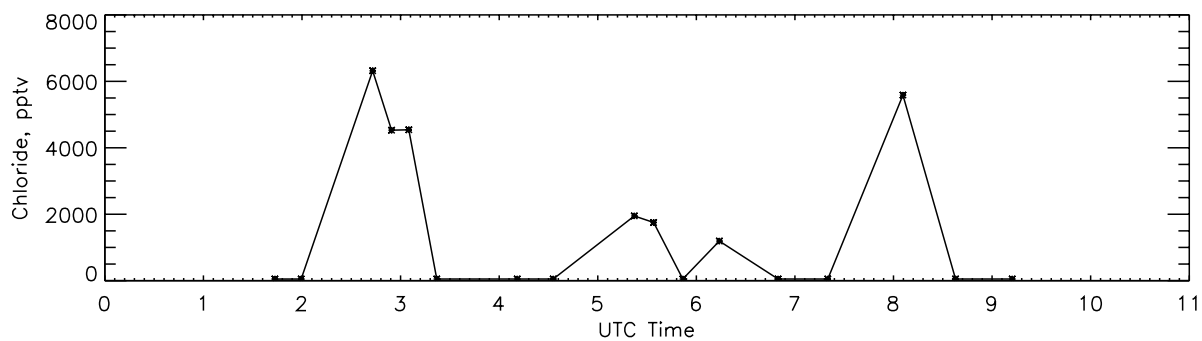
FINAL DATA: TRACE-P DC-8 Flight 08



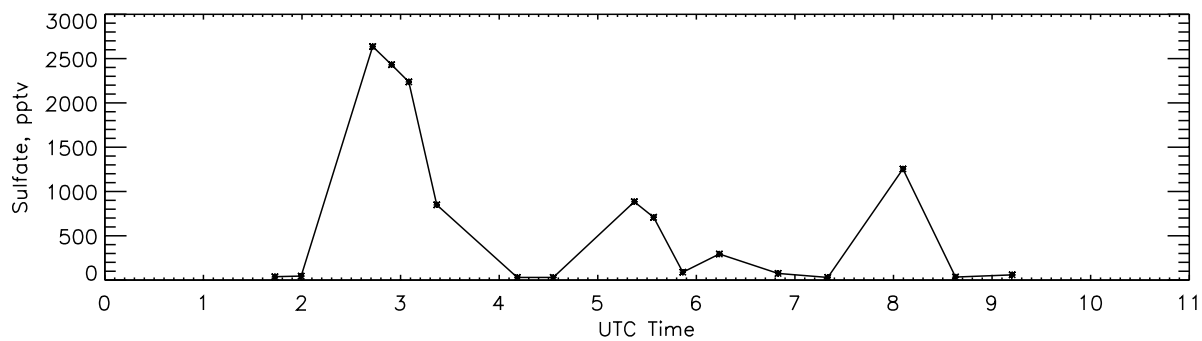
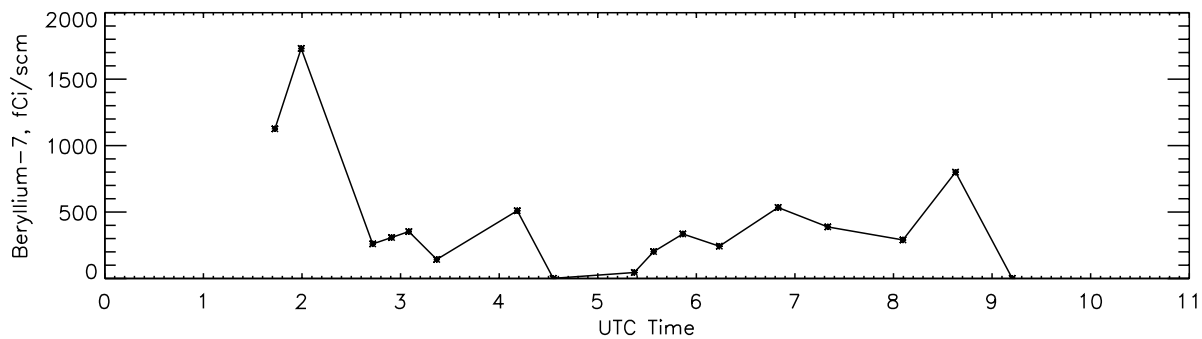
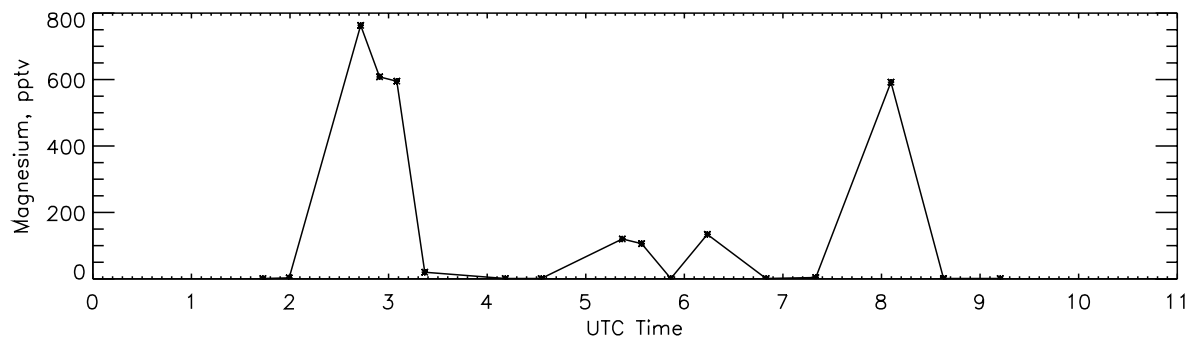
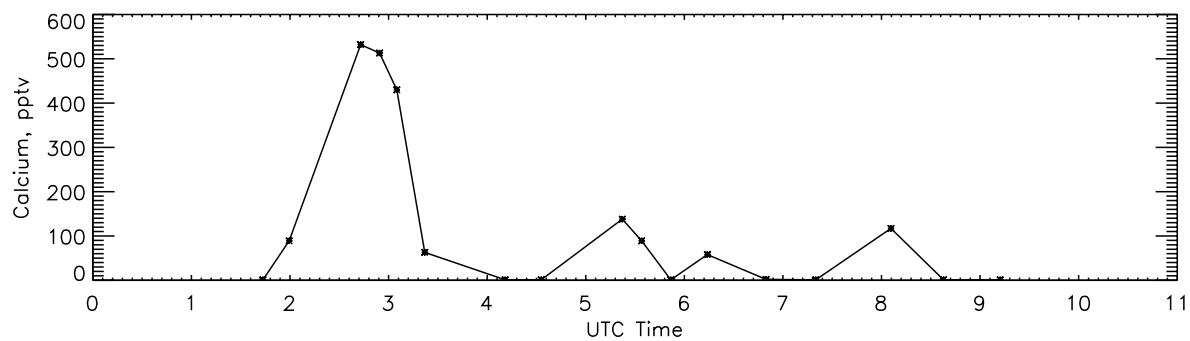
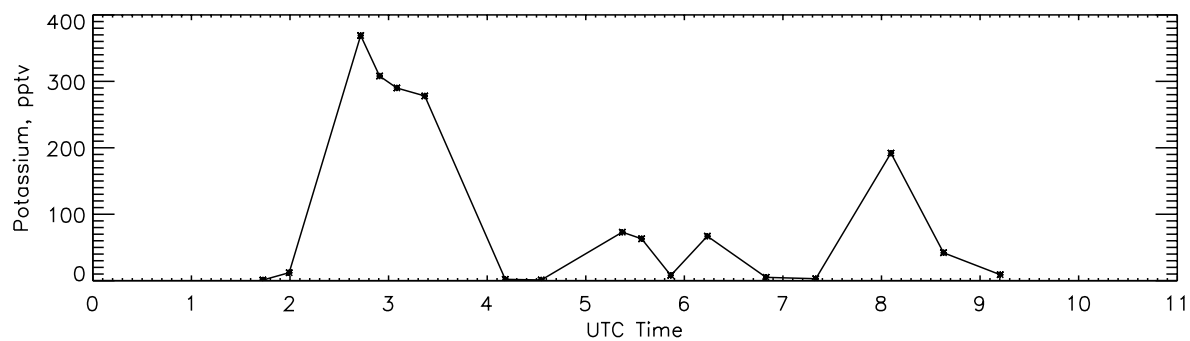
FINAL DATA: TRACE-P DC-8 Flight 08



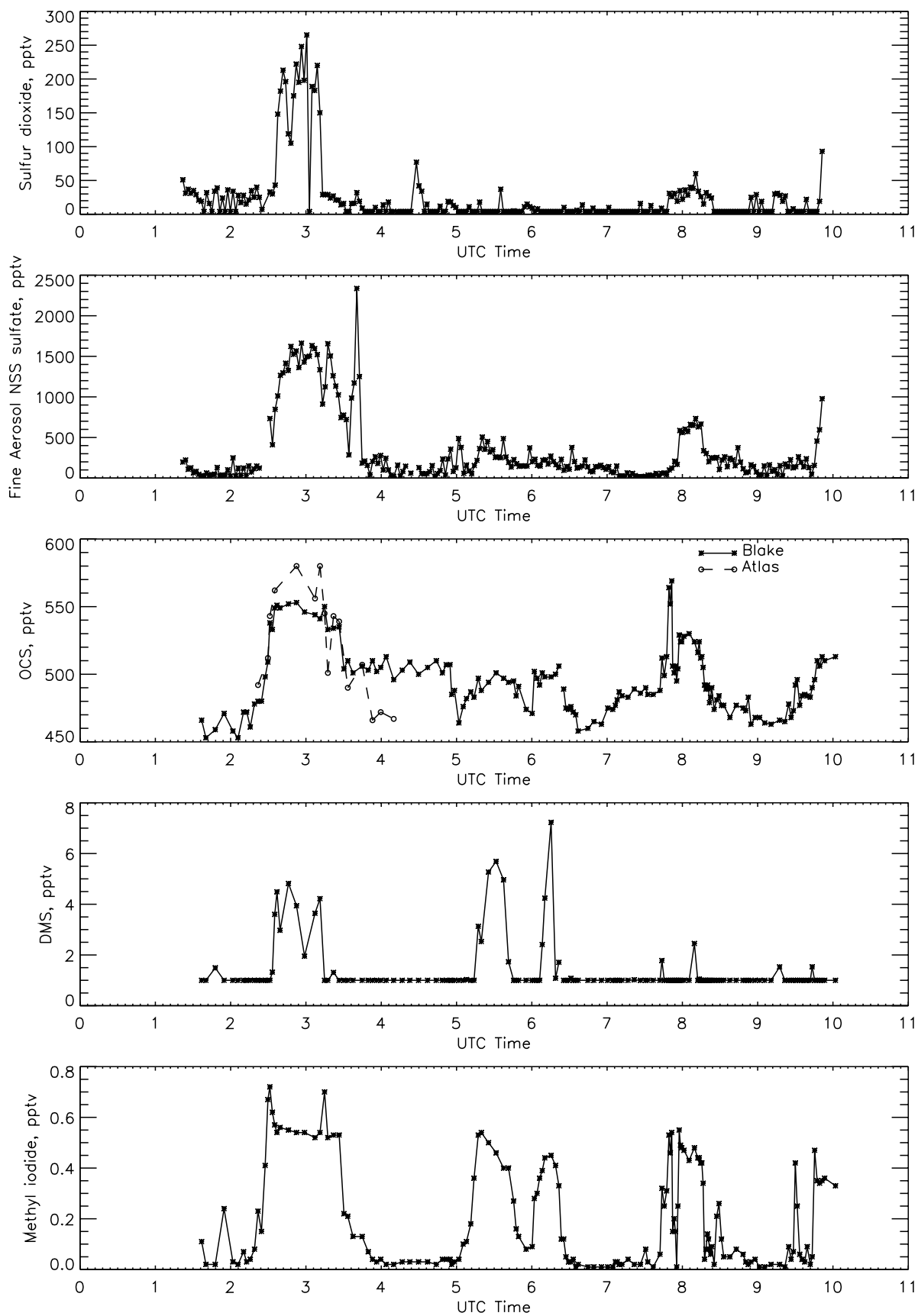
FINAL DATA: TRACE-P DC-8 Flight 08



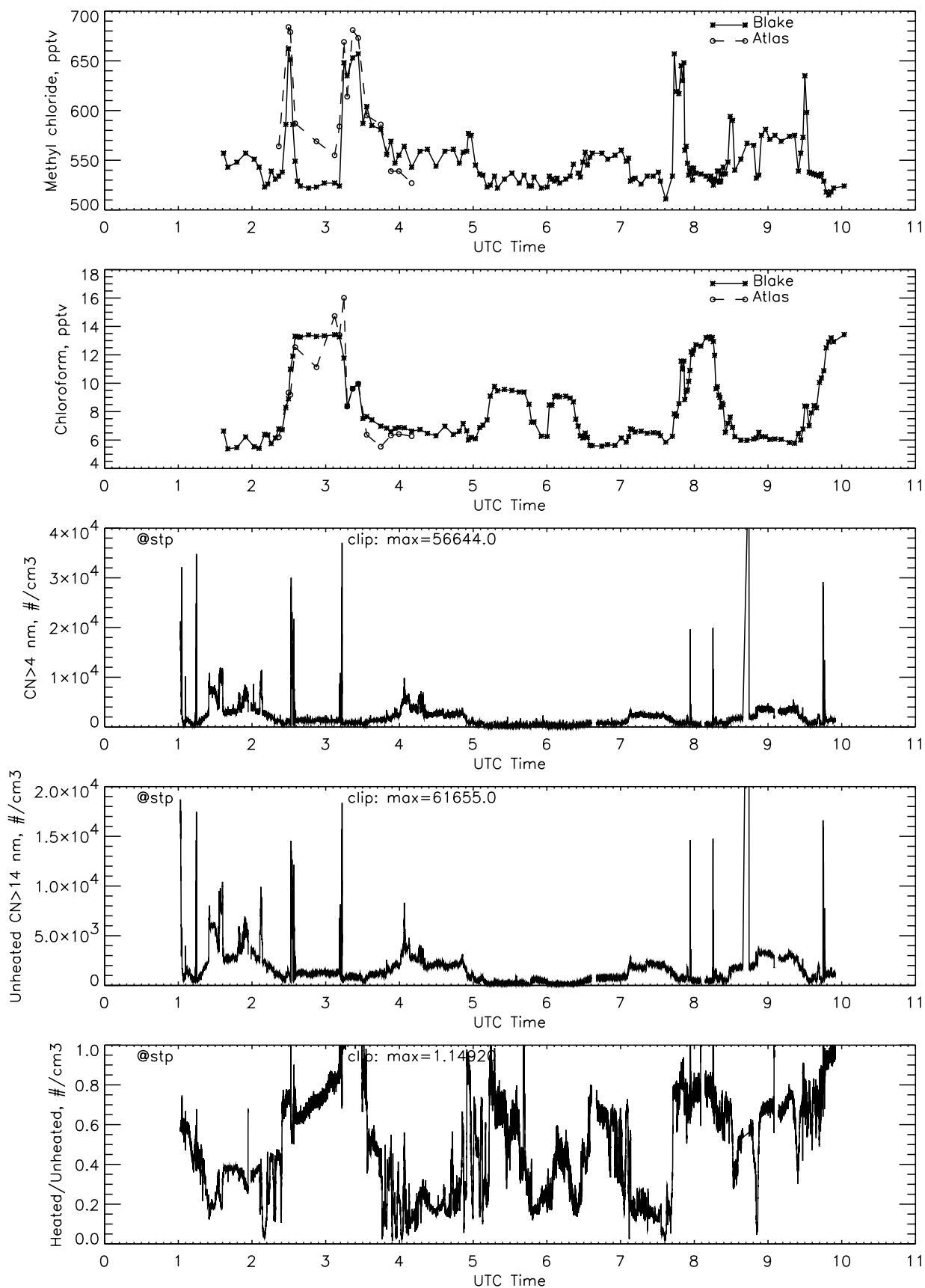
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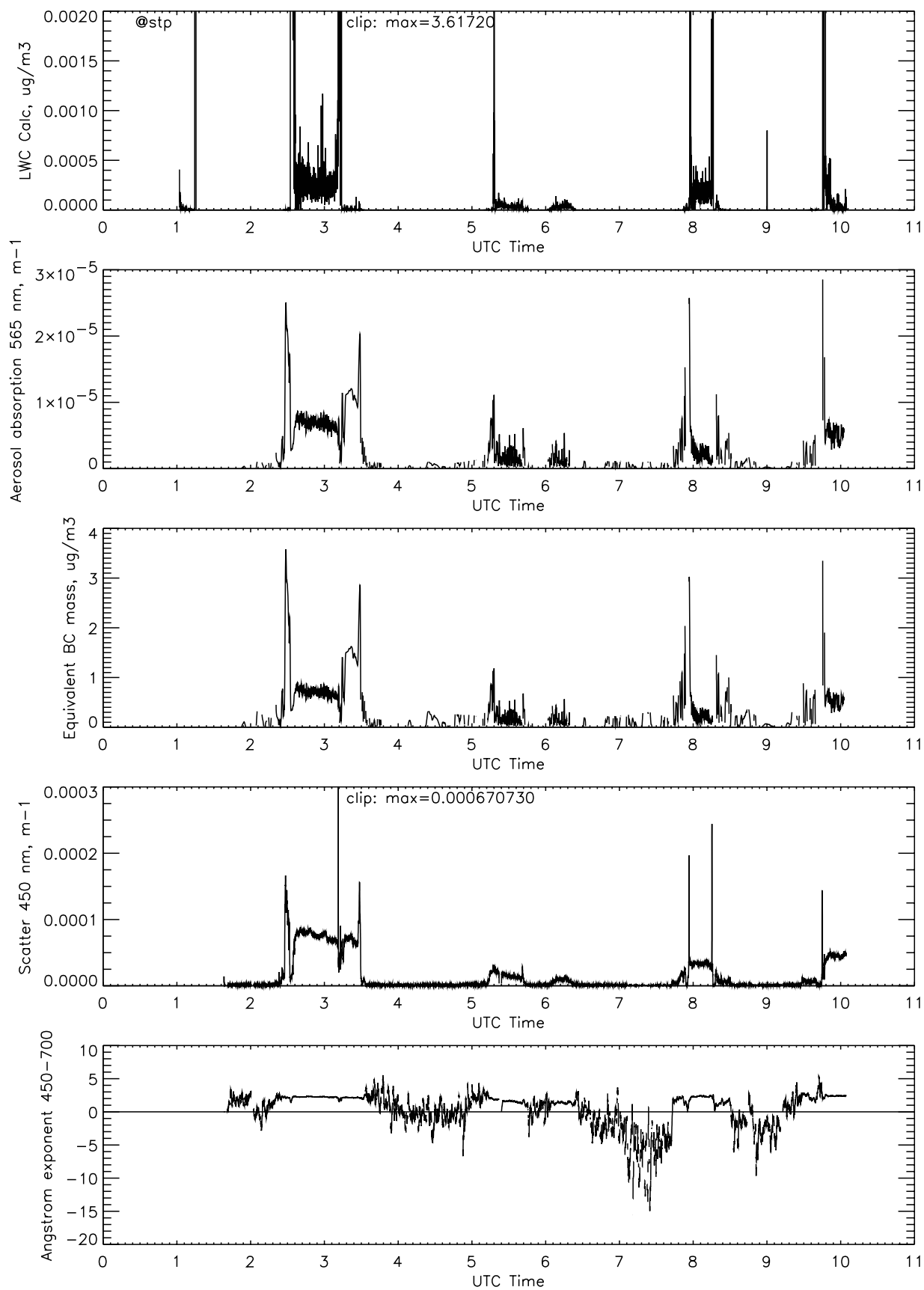
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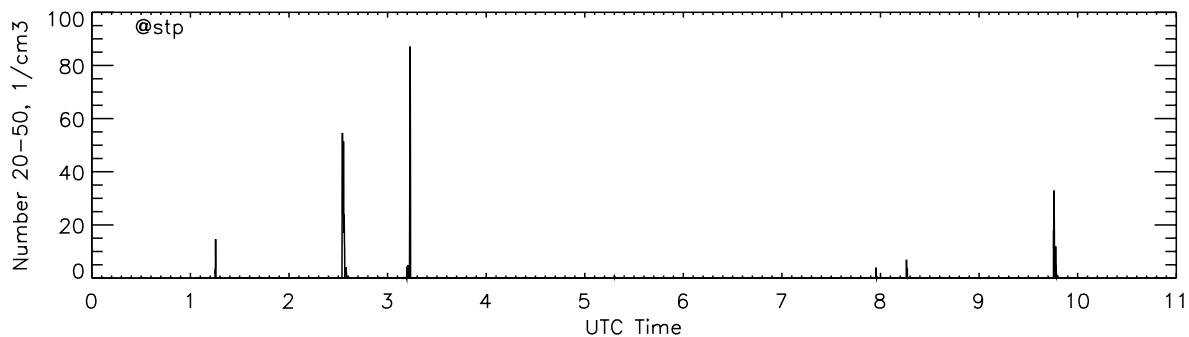
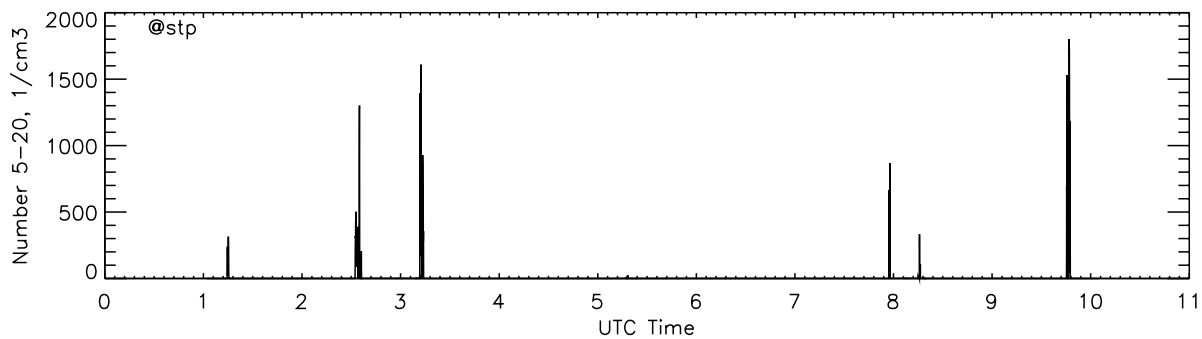
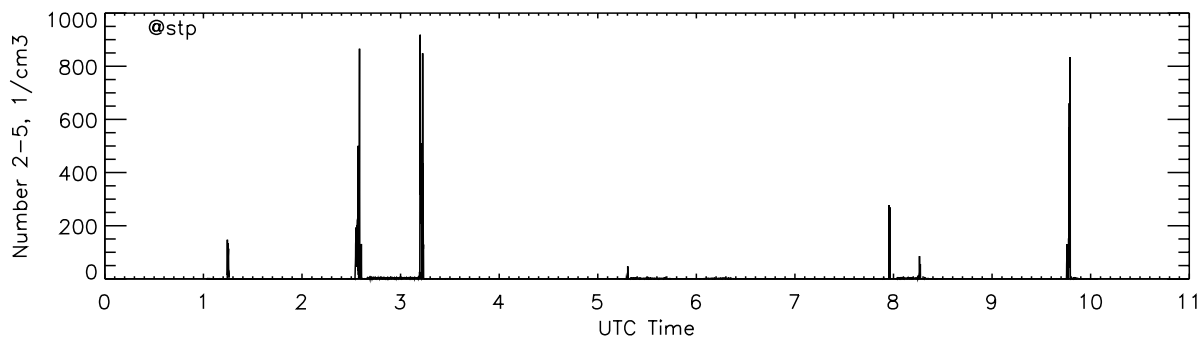
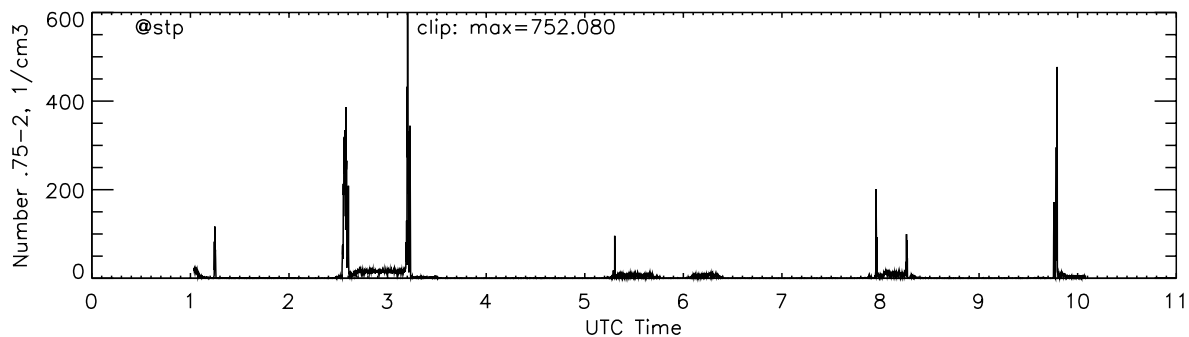
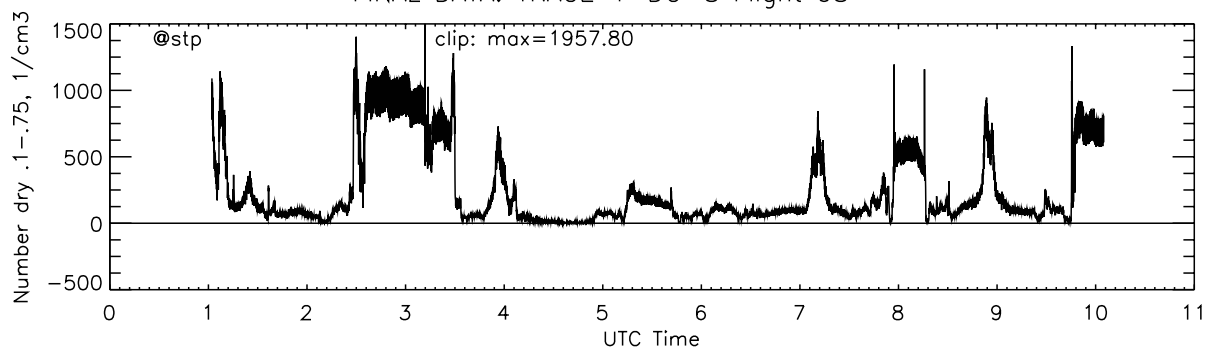
FINAL DATA: TRACE-P DC-8 Flight 08



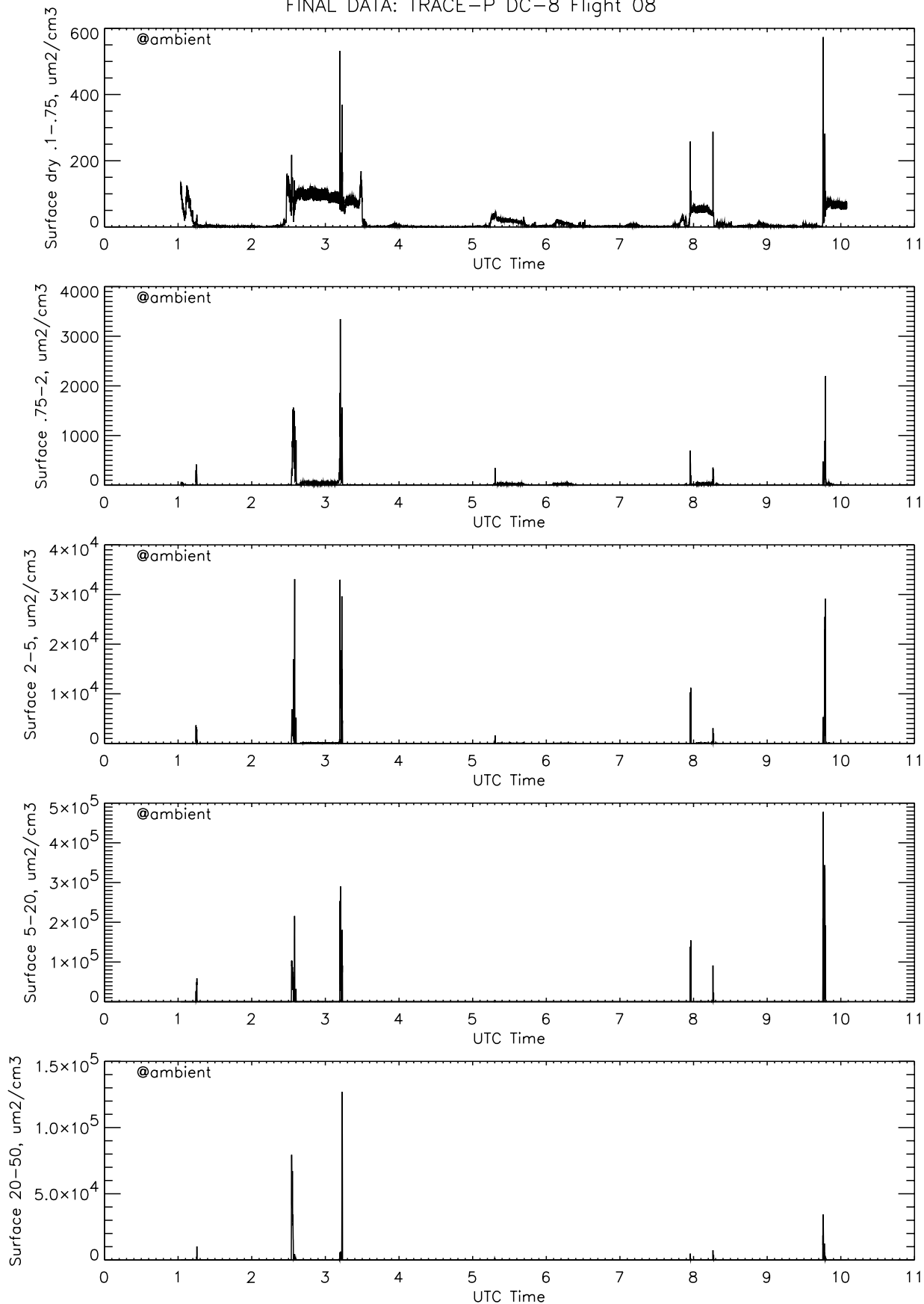
FINAL DATA: TRACE-P DC-8 Flight 08



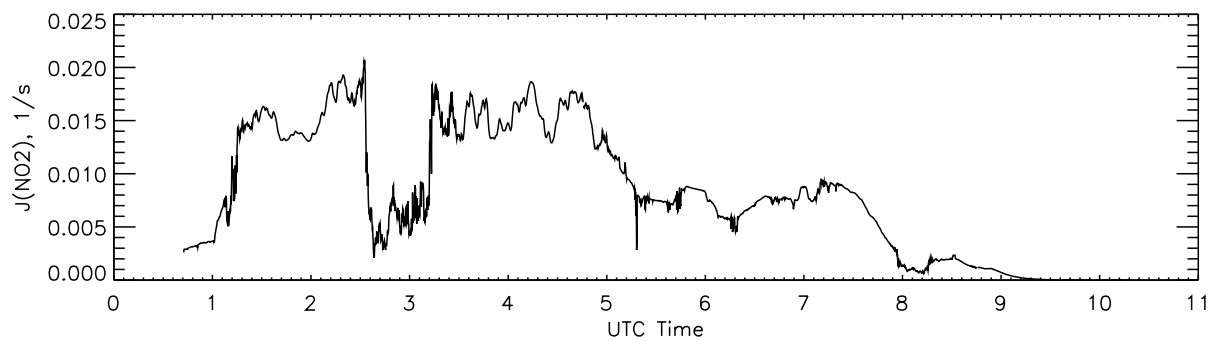
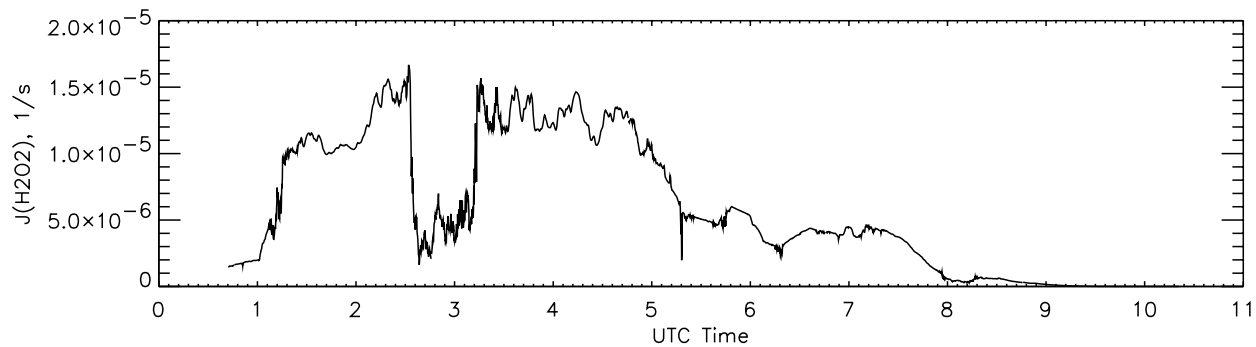
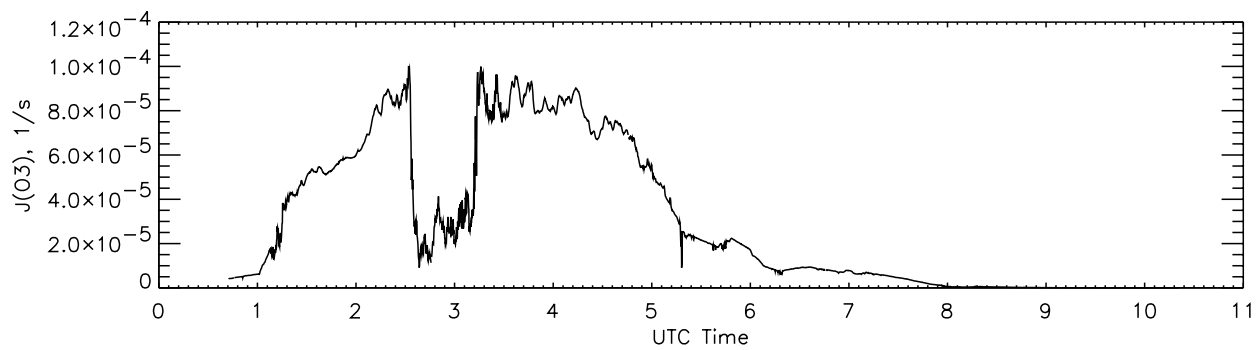
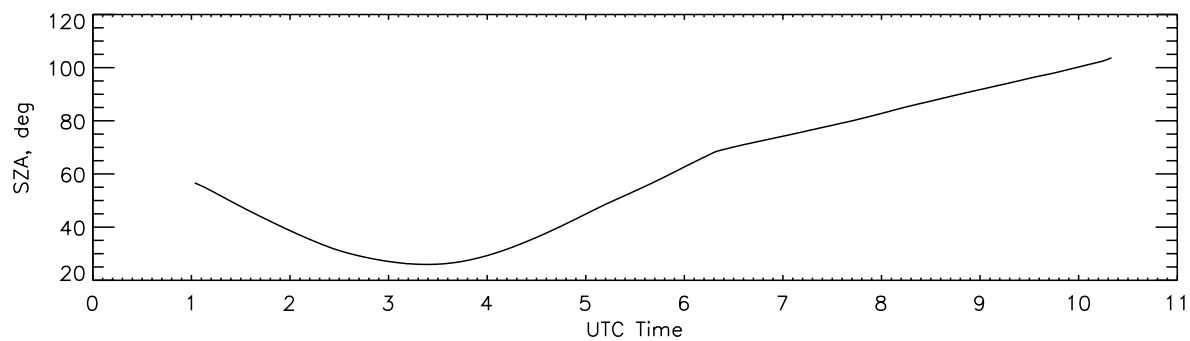
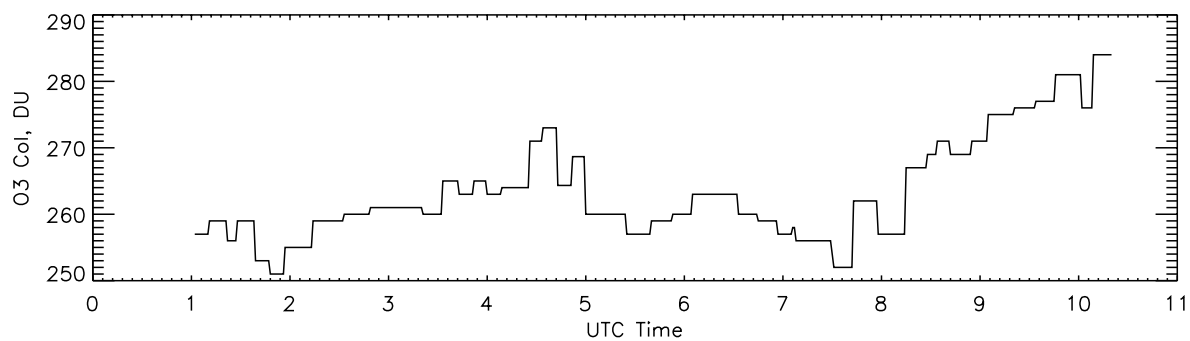
FINAL DATA: TRACE-P DC-8 Flight 08



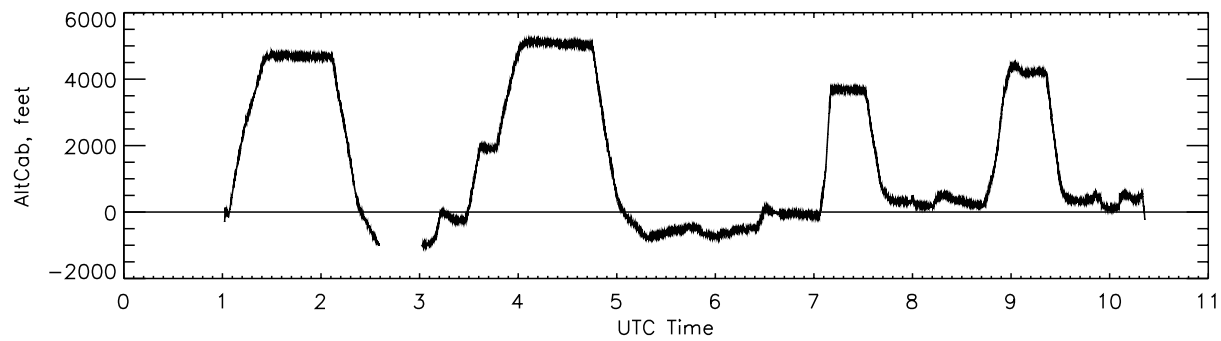
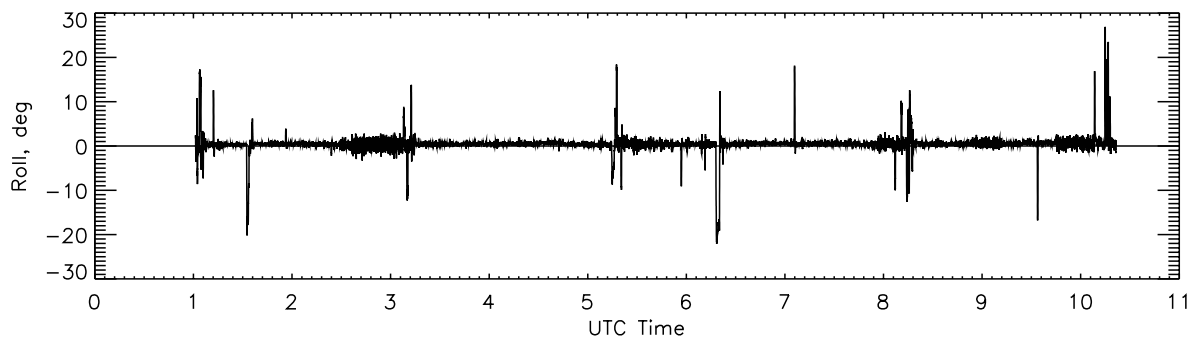
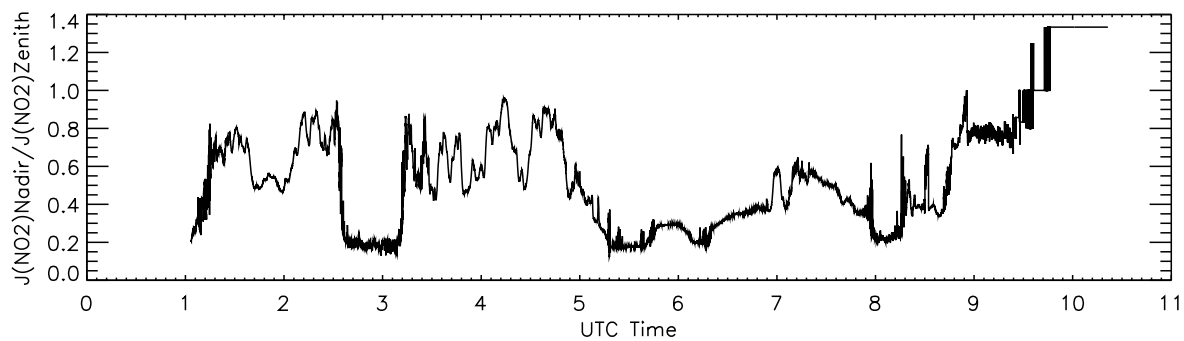
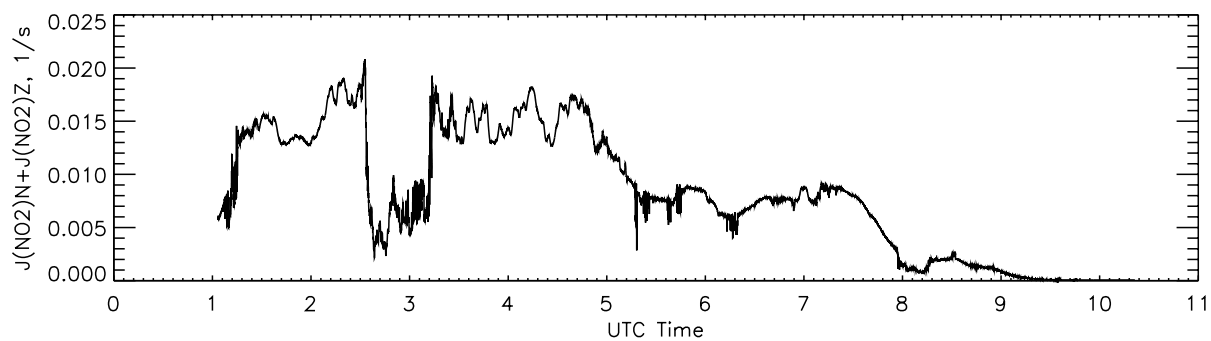
FINAL DATA: TRACE-P DC-8 Flight 08



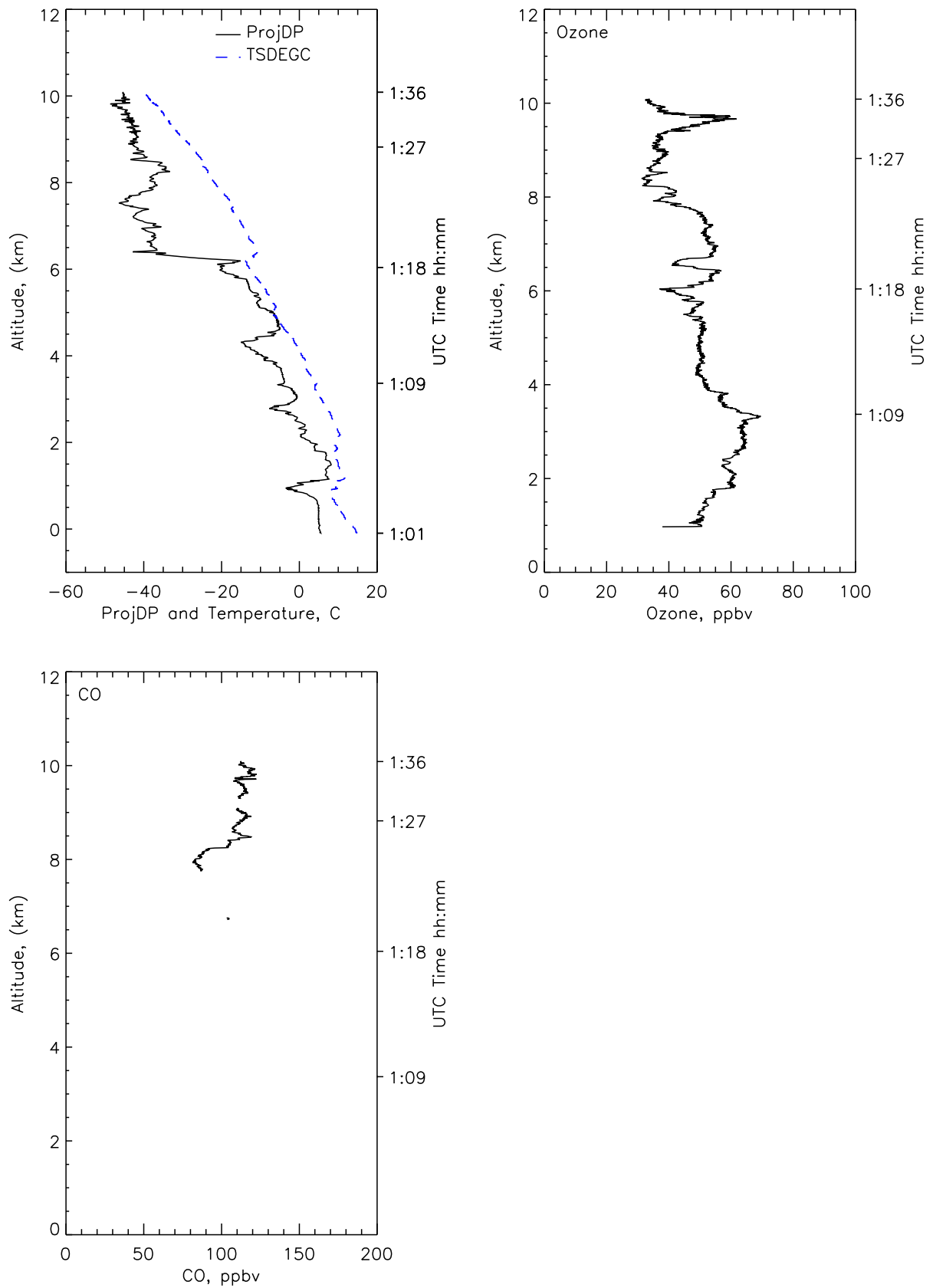
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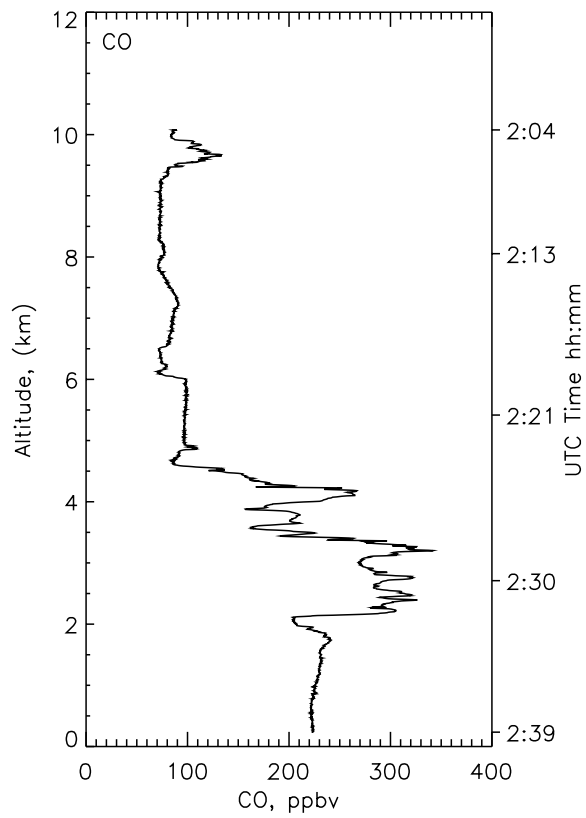
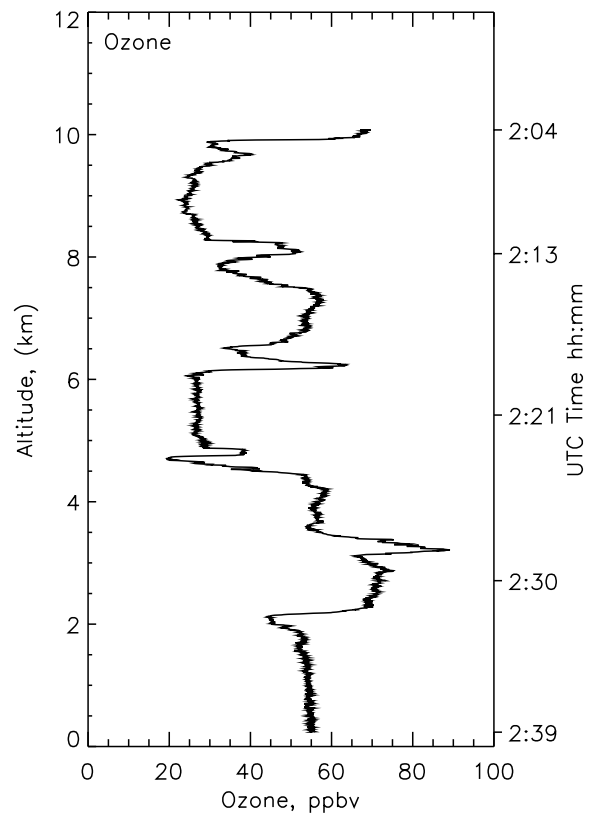
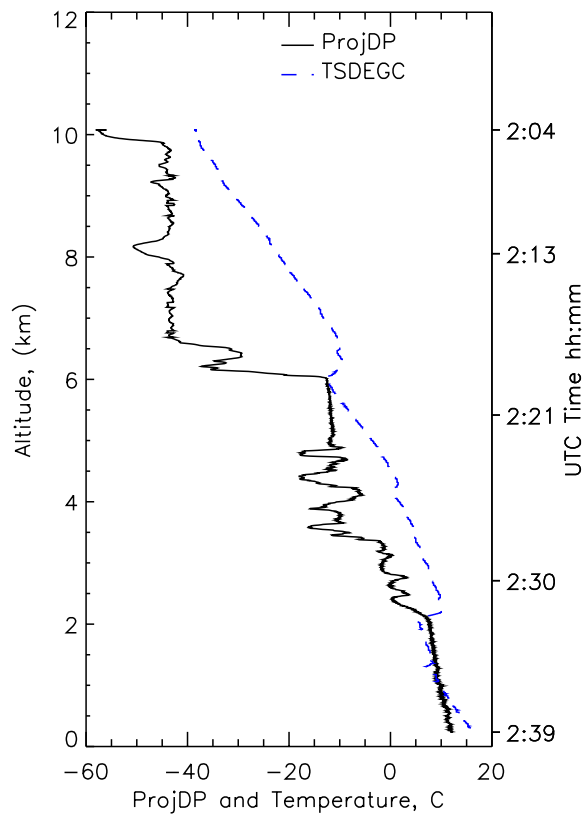
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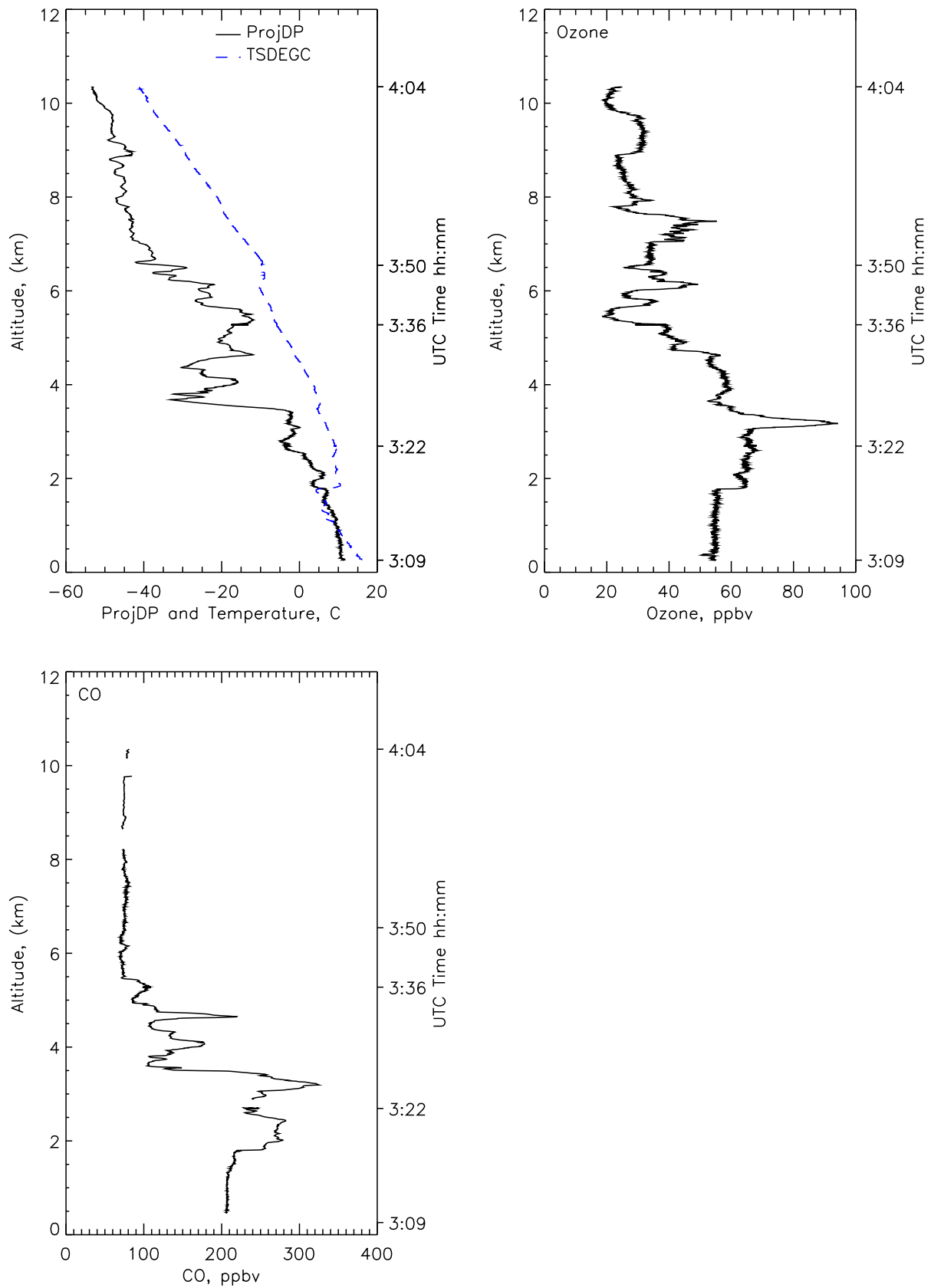
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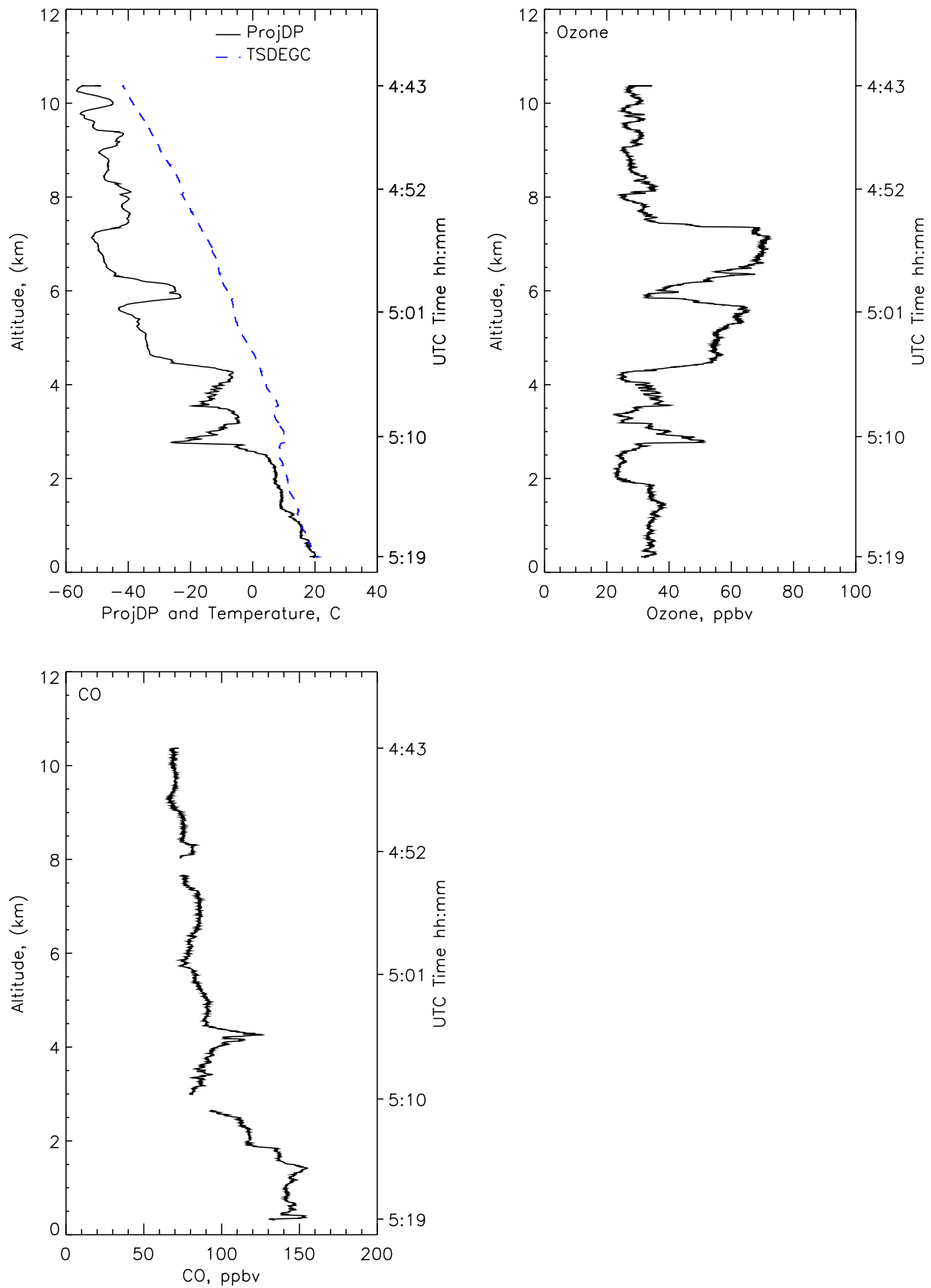
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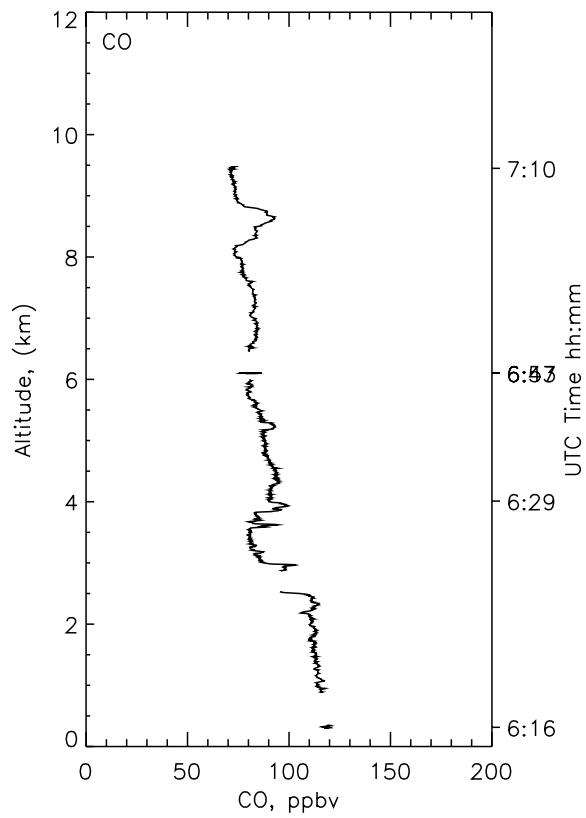
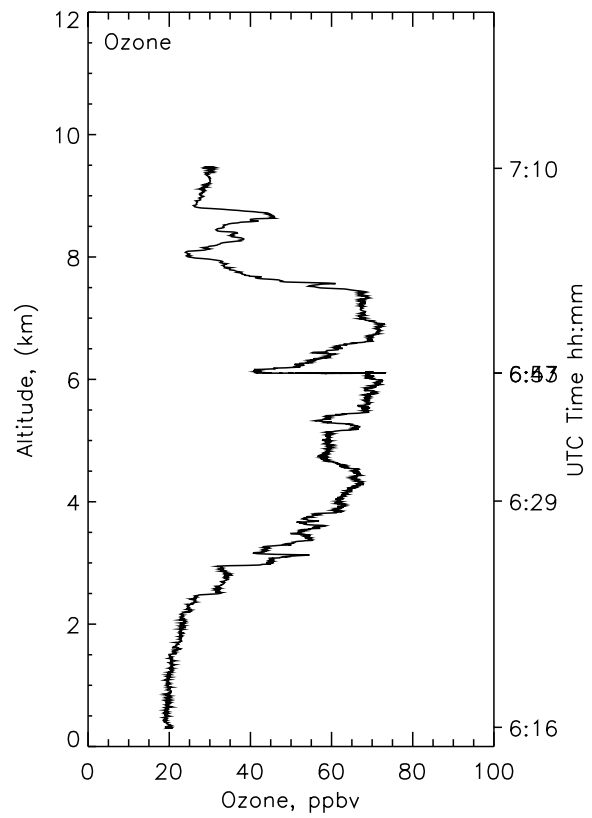
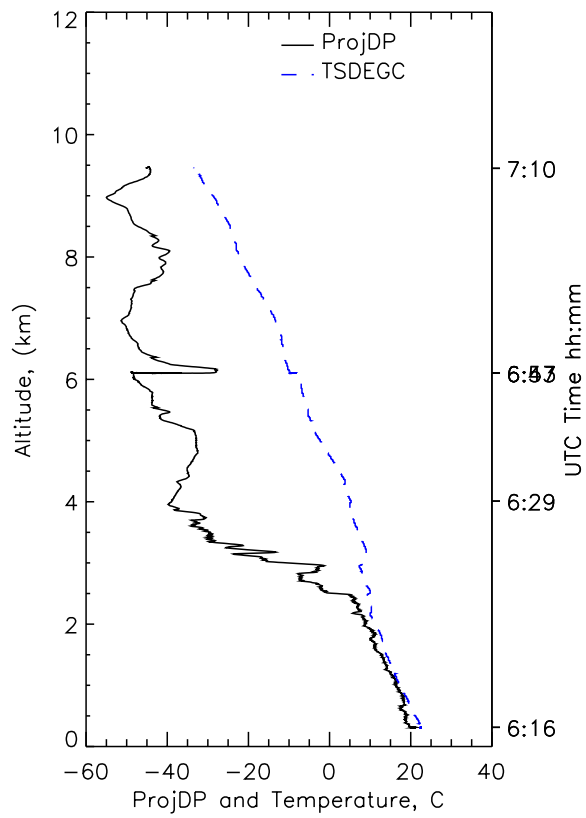
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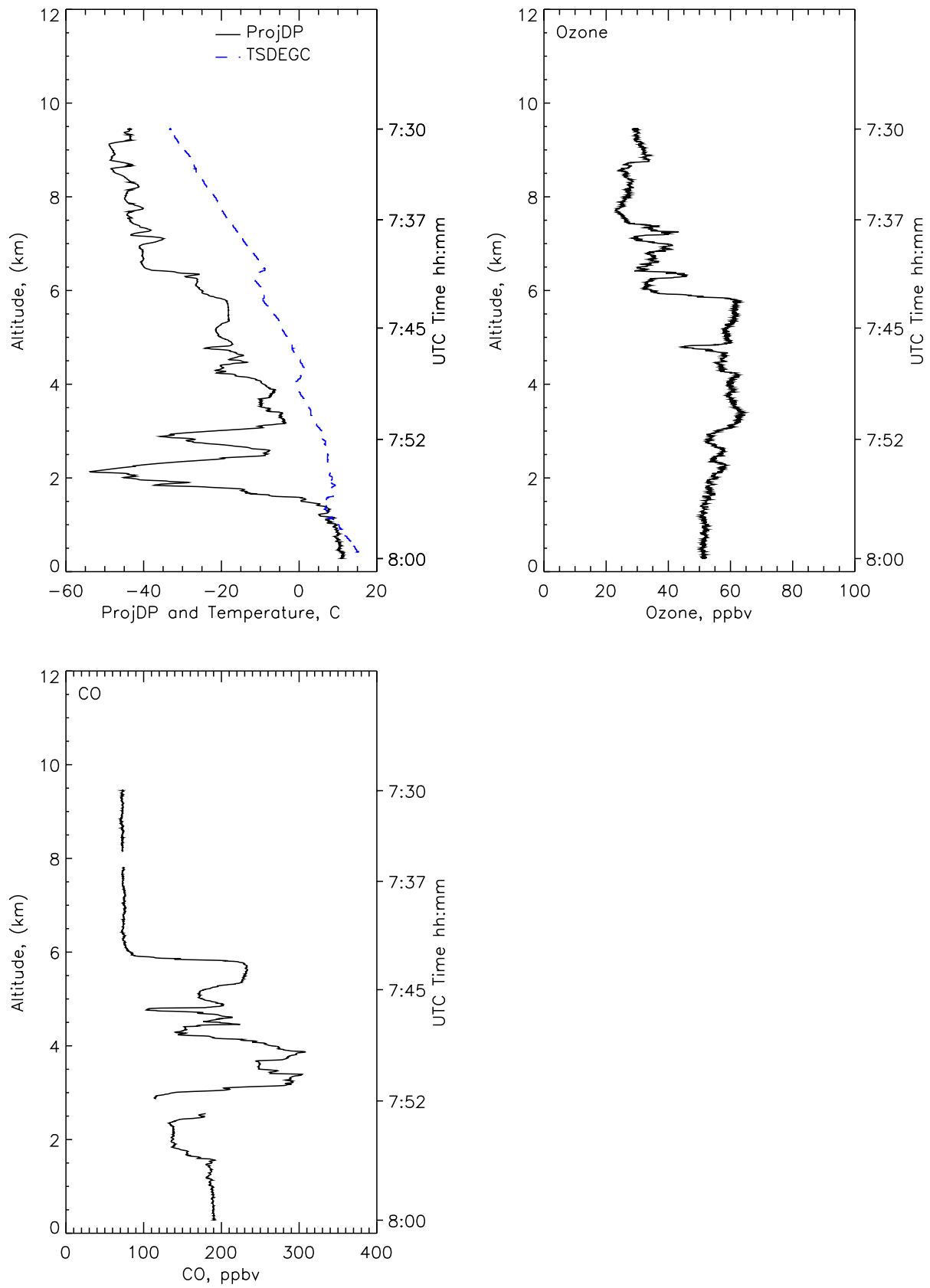
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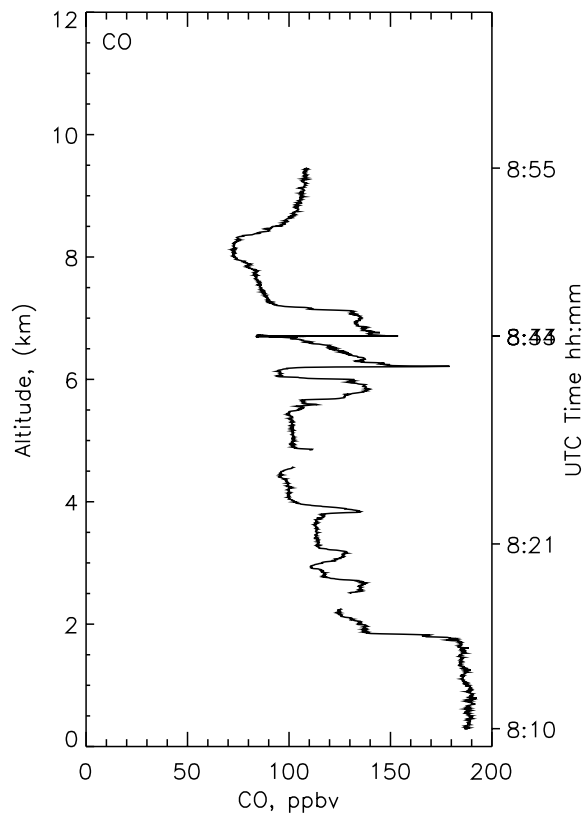
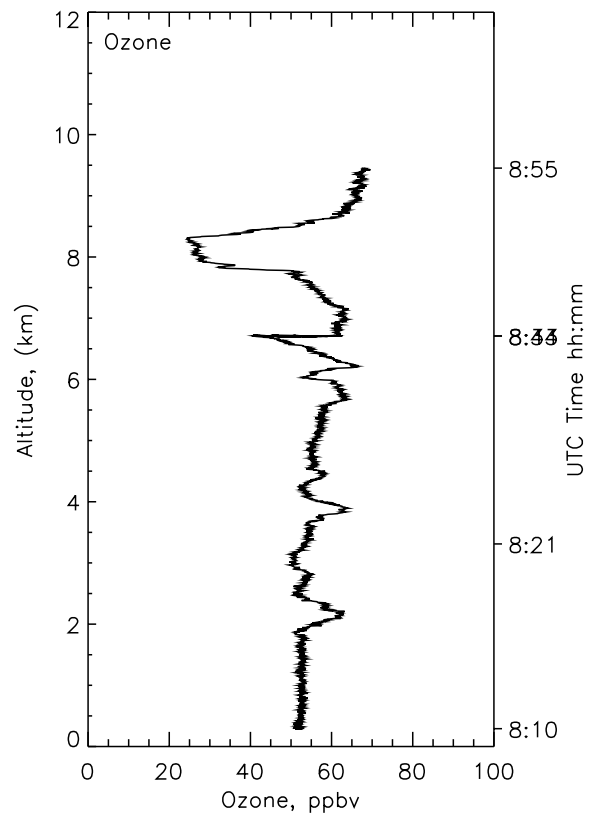
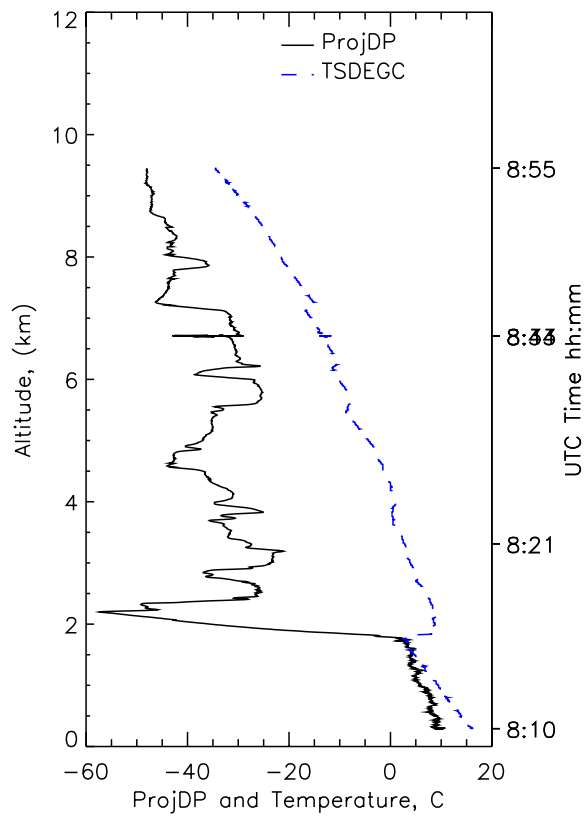
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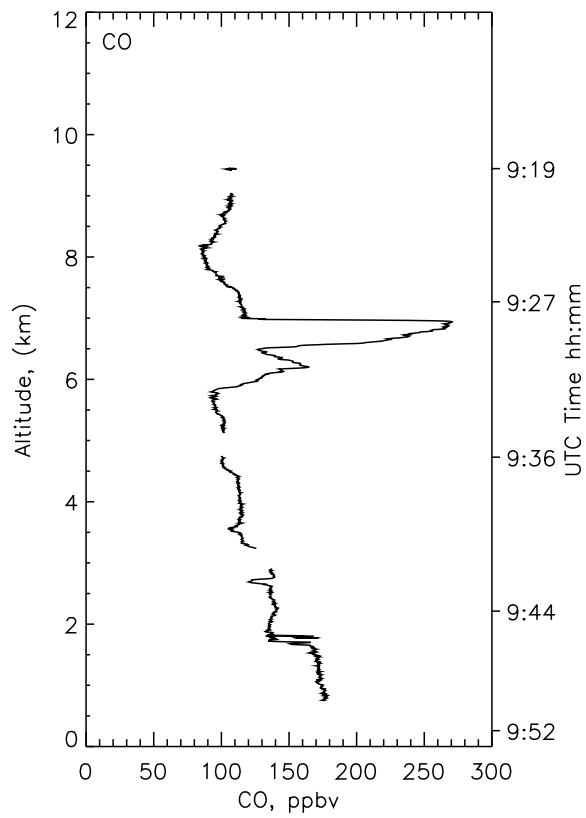
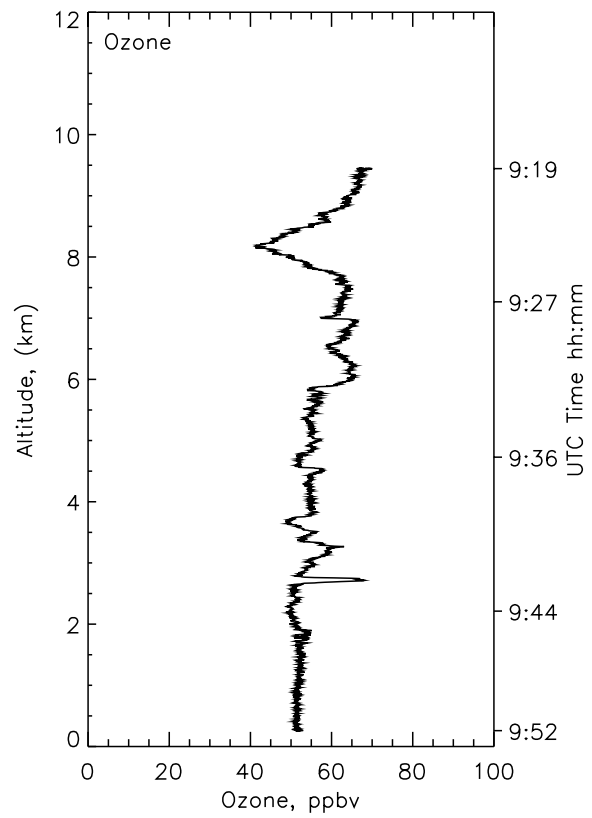
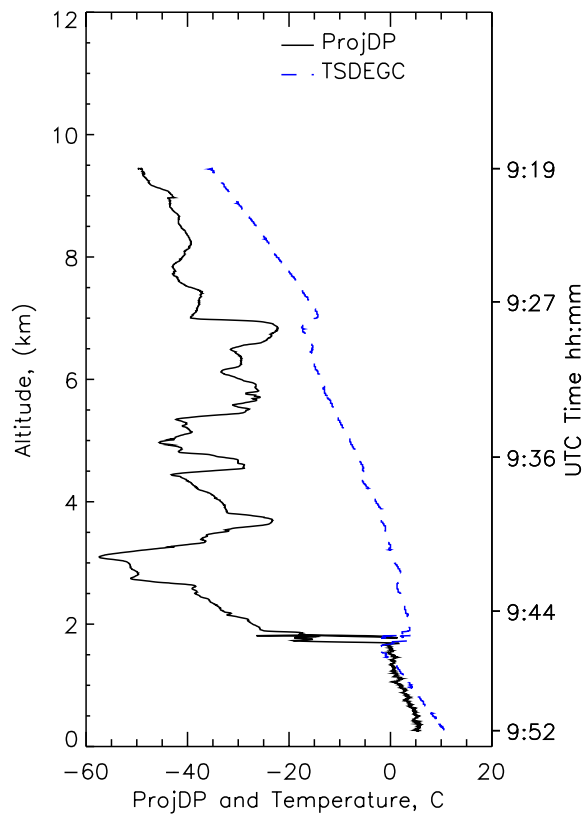
Profile #6 TRACE-P DC-8 Flight 08



Profile #7 TRACE-P DC-8 Flight 08



Profile #8 TRACE-P DC-8 Flight 08



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

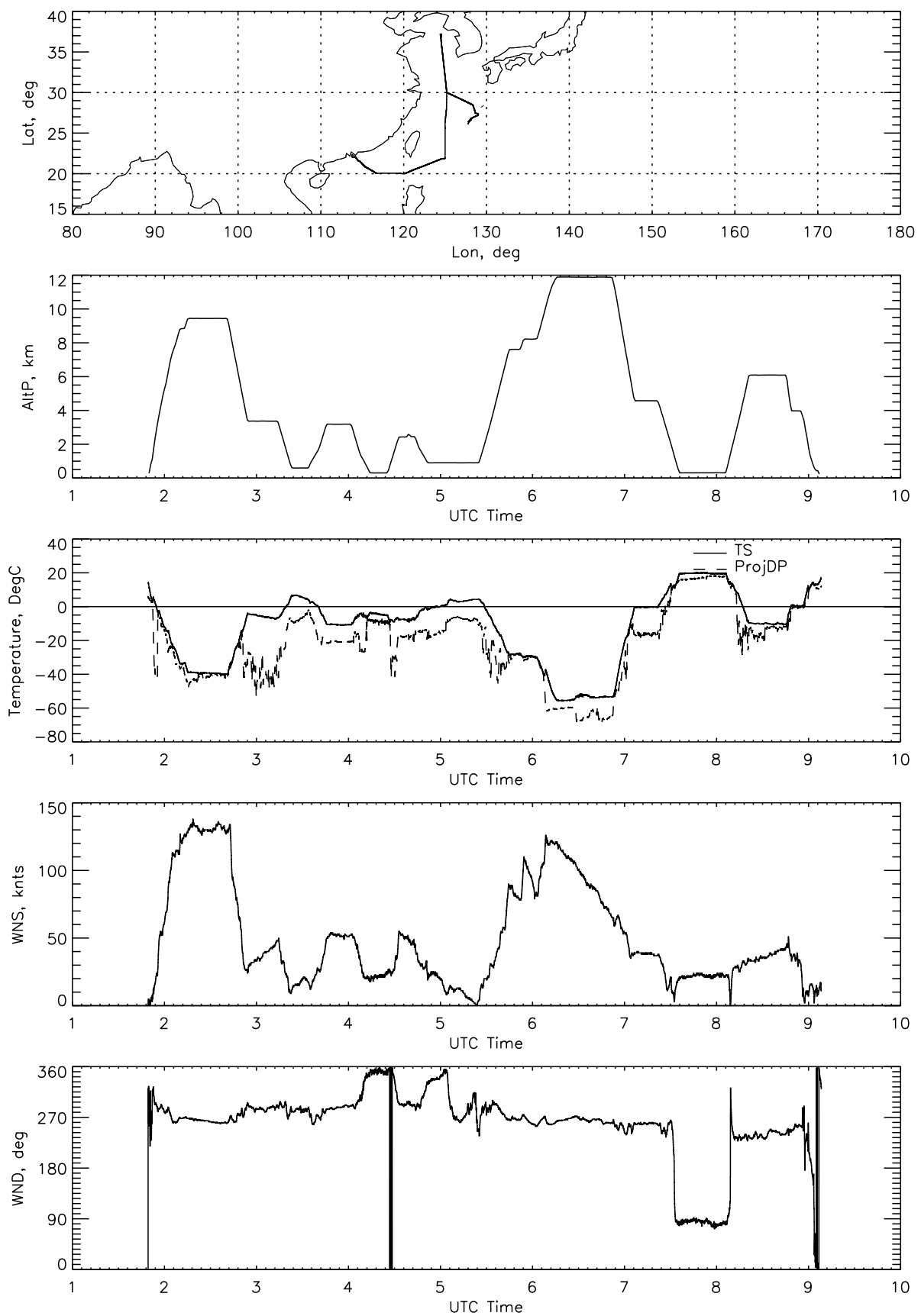
Flight 9D

Local: Hong Kong No. 3

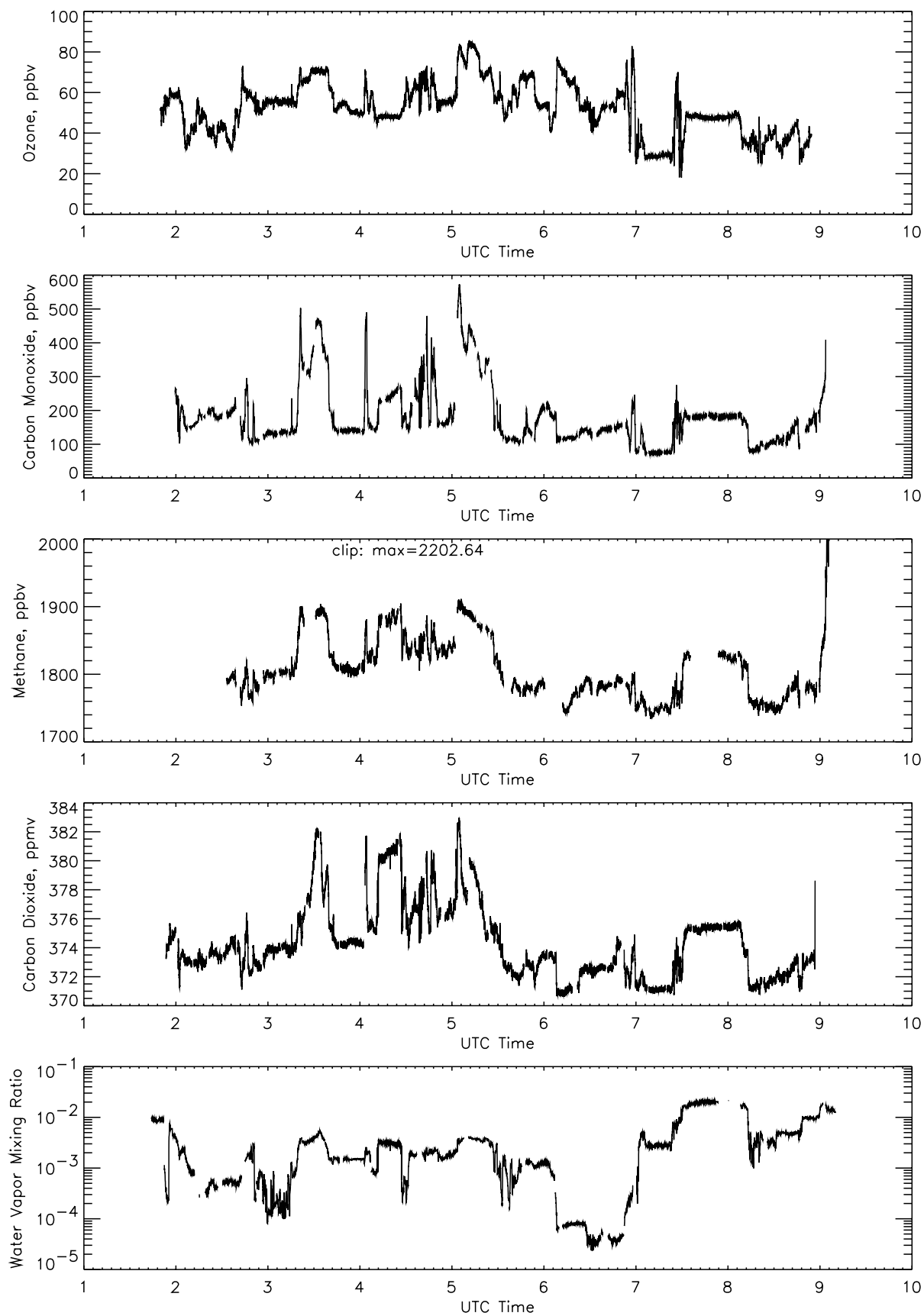
China Outflow to Yellow Sea

March 10, 2001

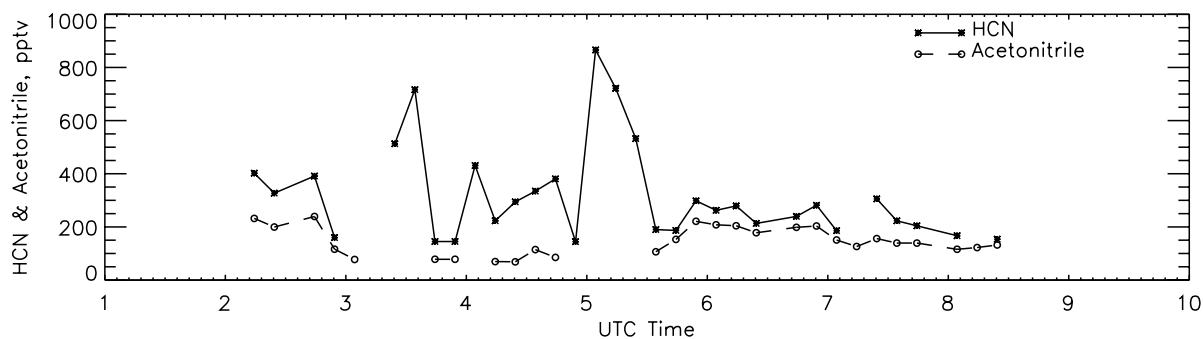
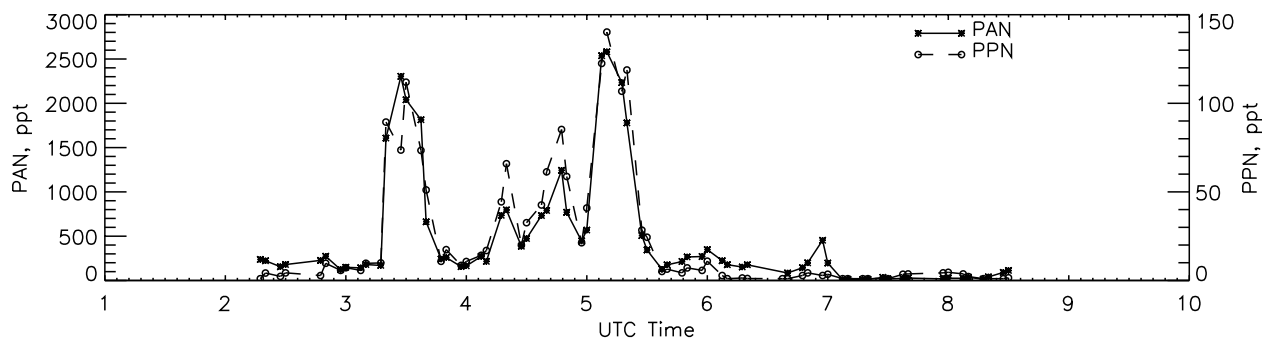
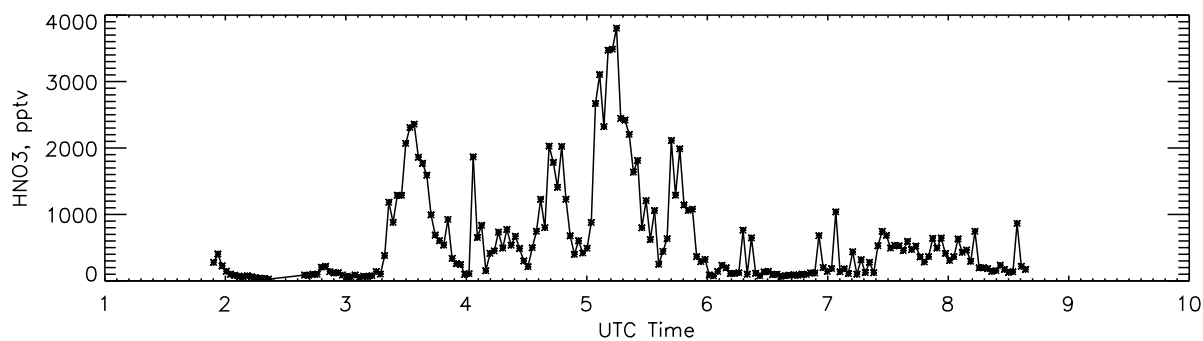
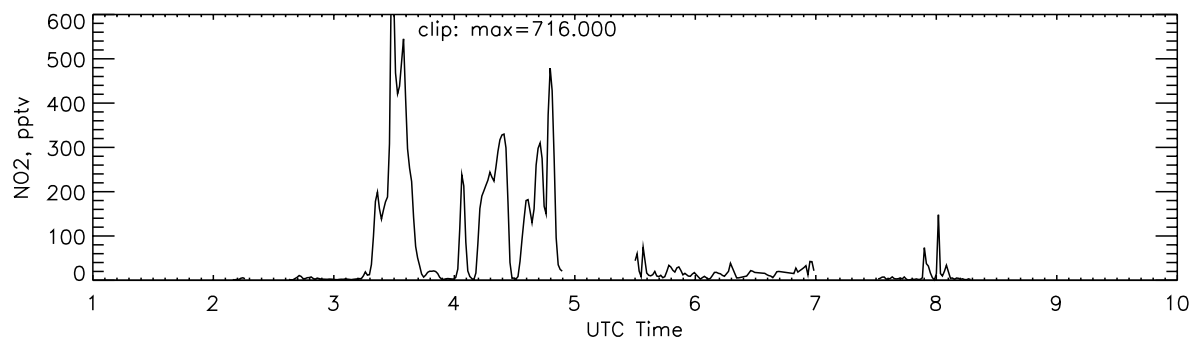
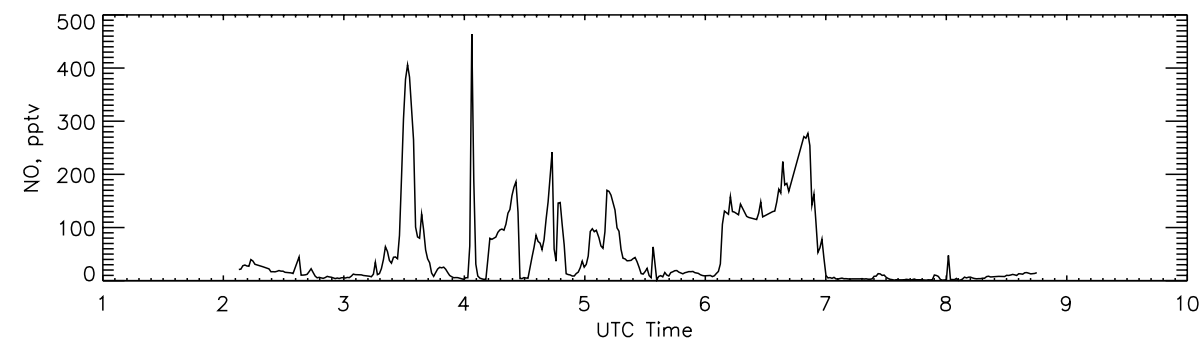
FINAL DATA: TRACE-P DC-8 Flight 09



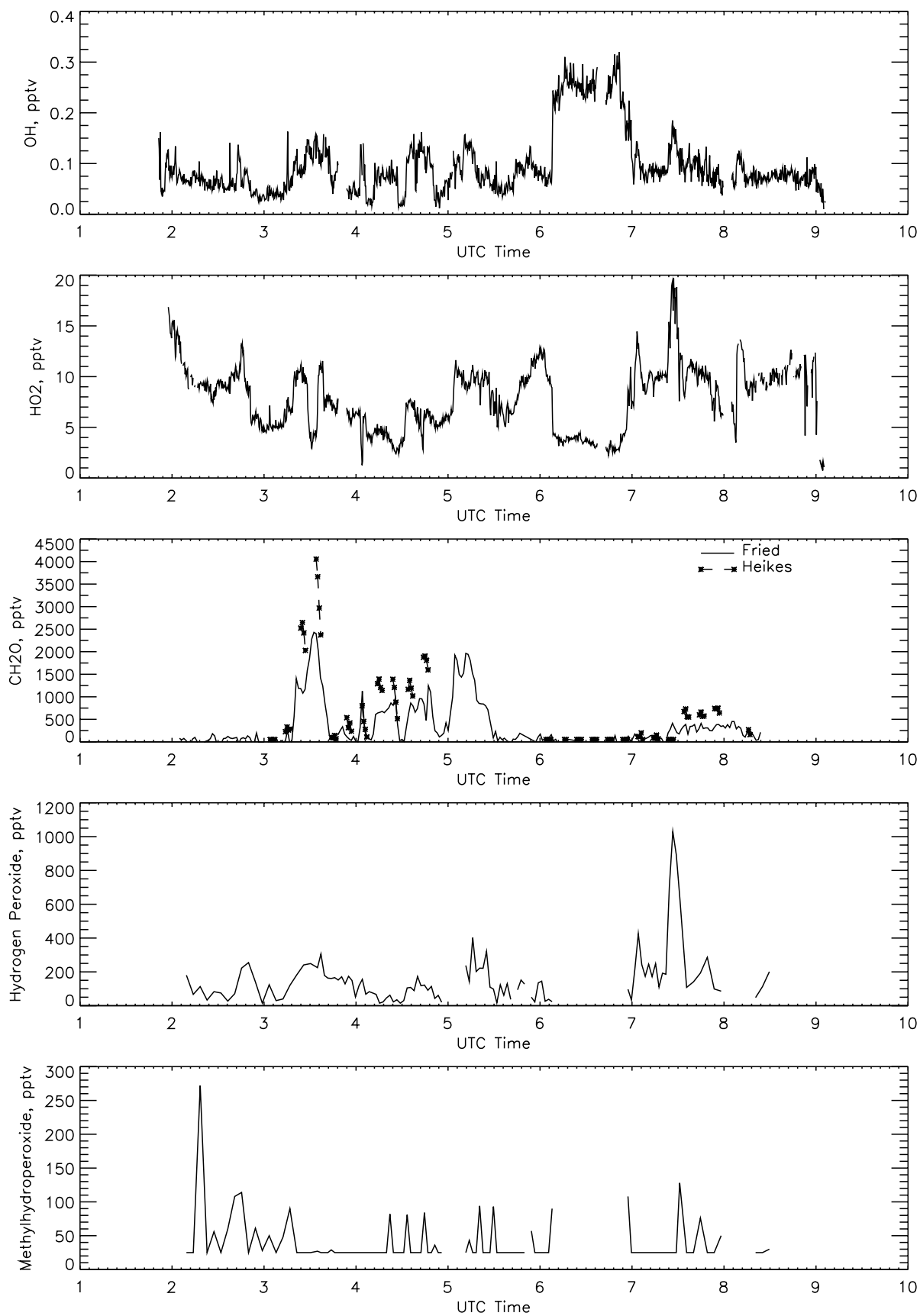
FINAL DATA: TRACE-P DC-8 Flight 09



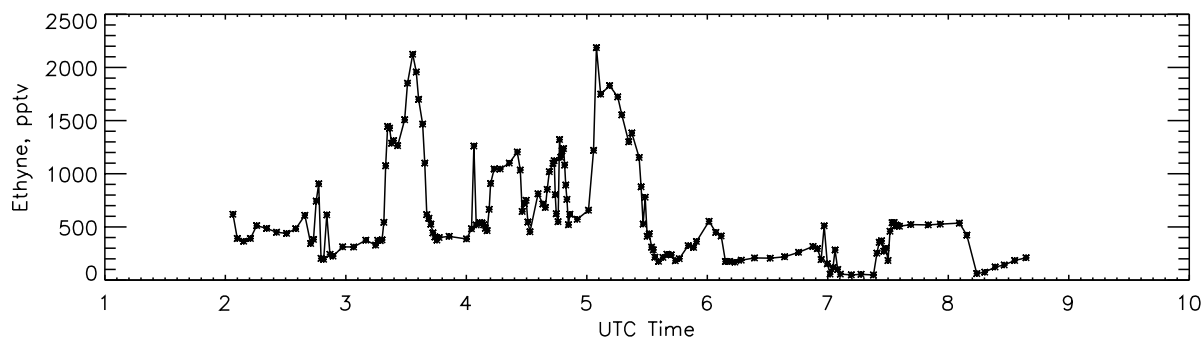
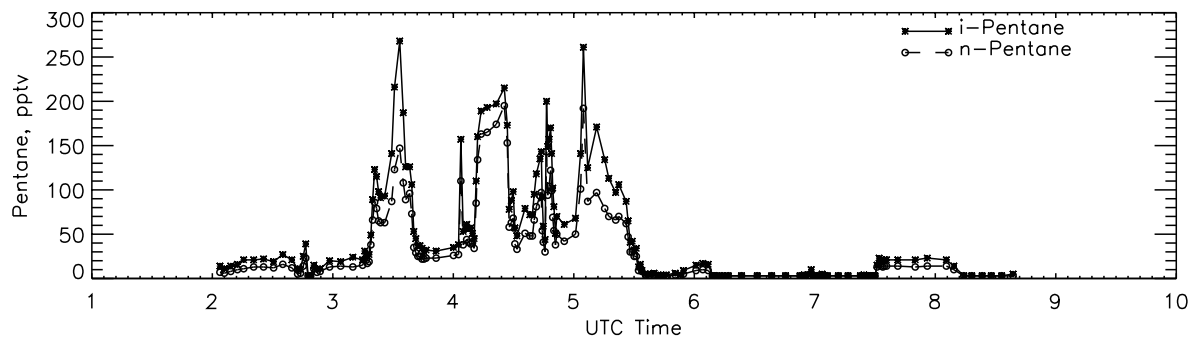
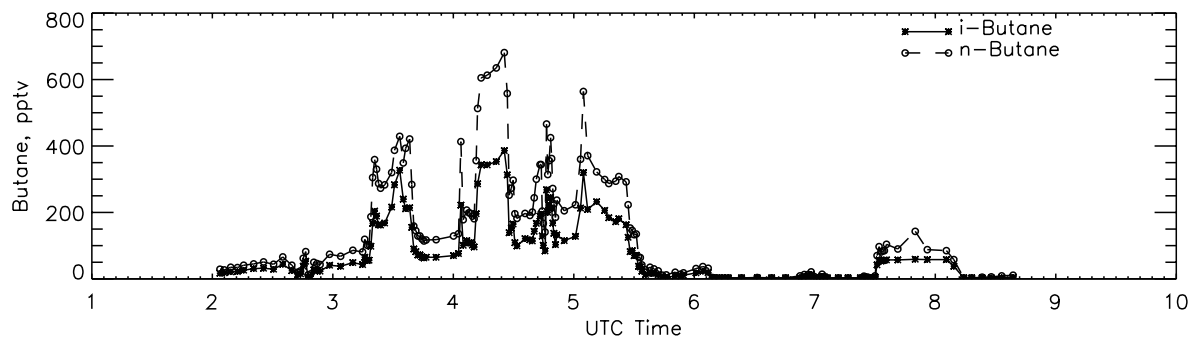
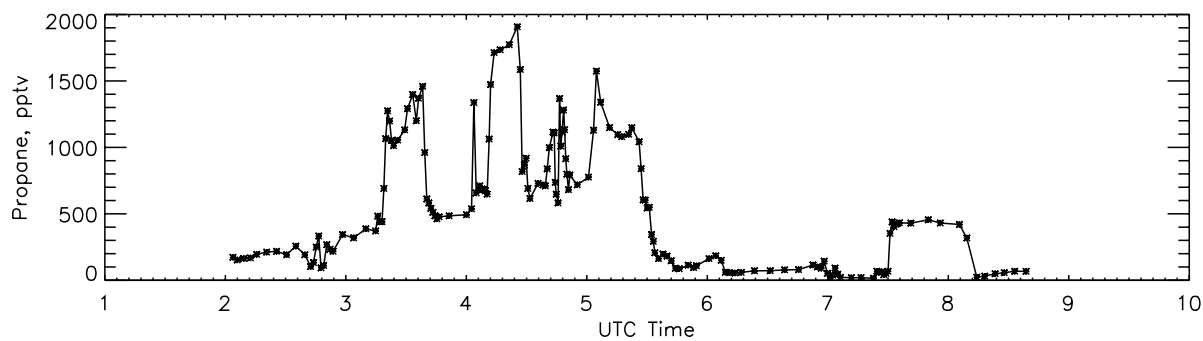
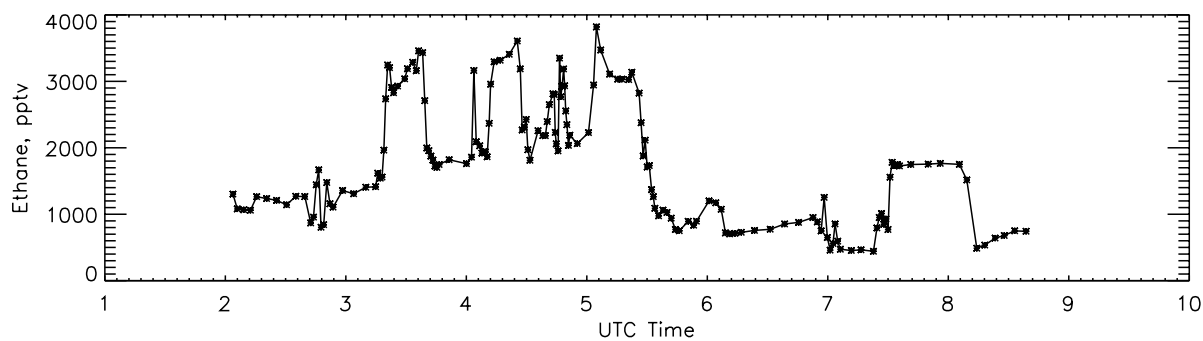
FINAL DATA: TRACE-P DC-8 Flight 09



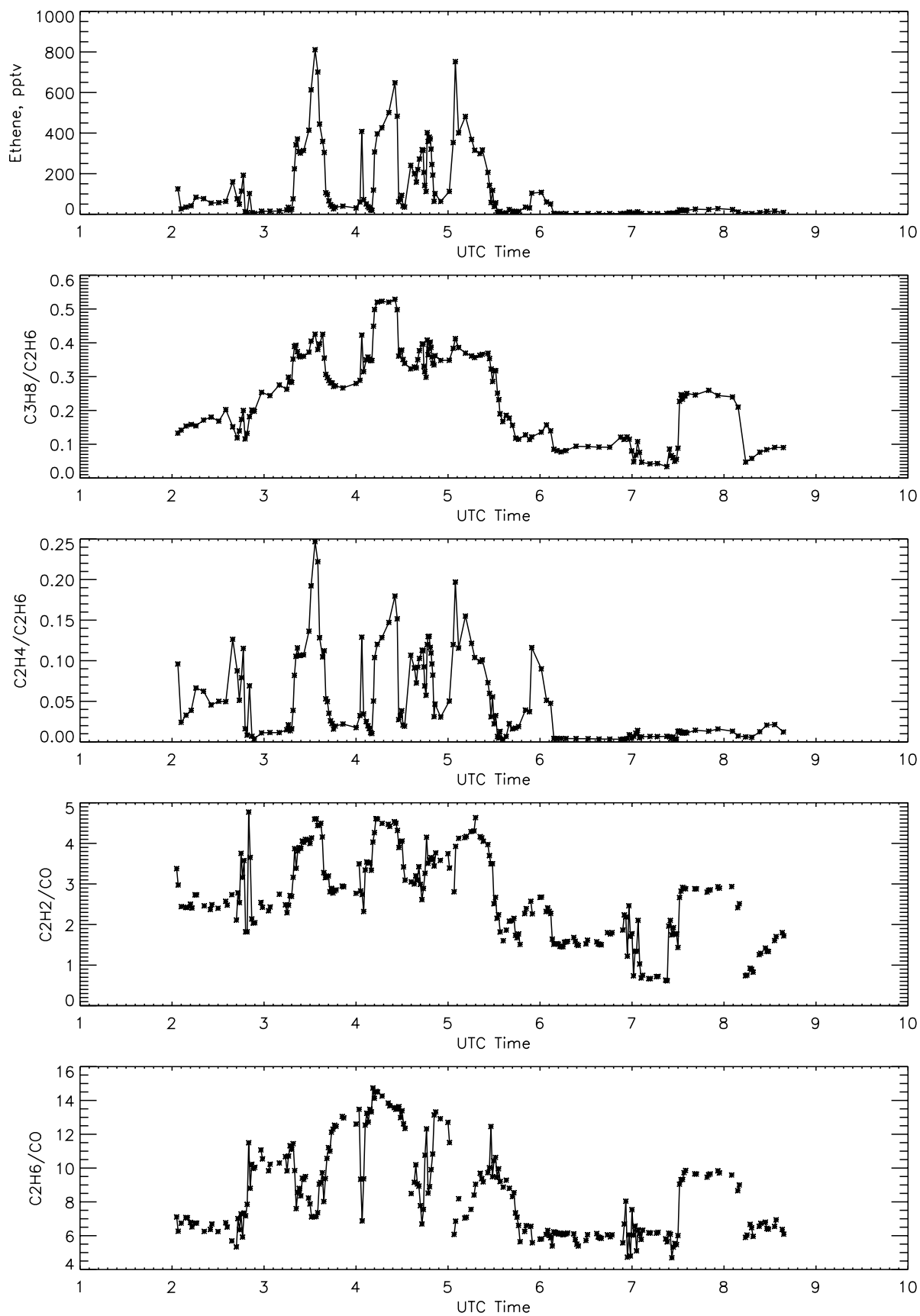
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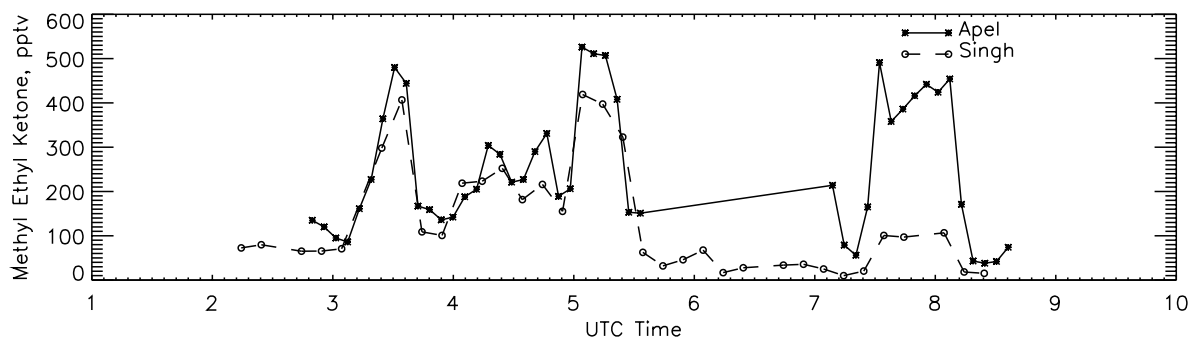
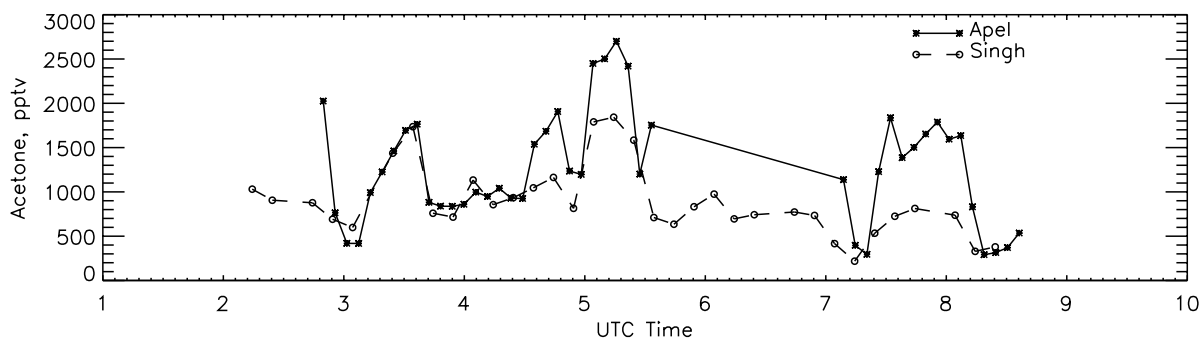
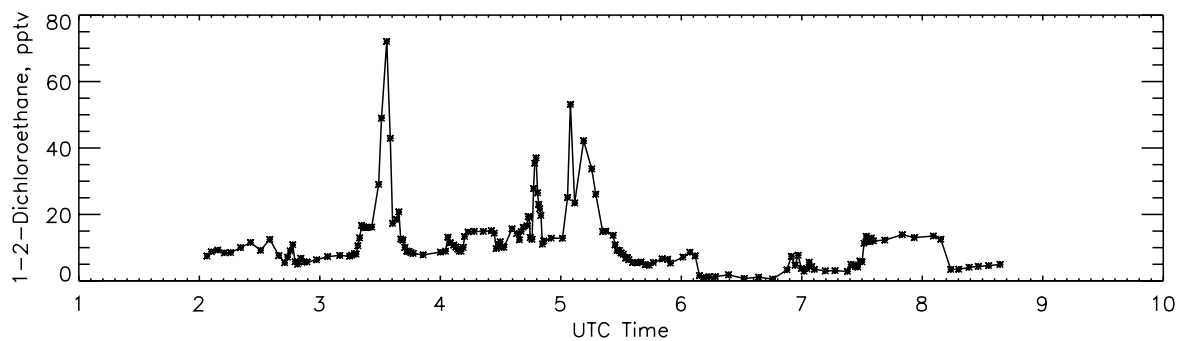
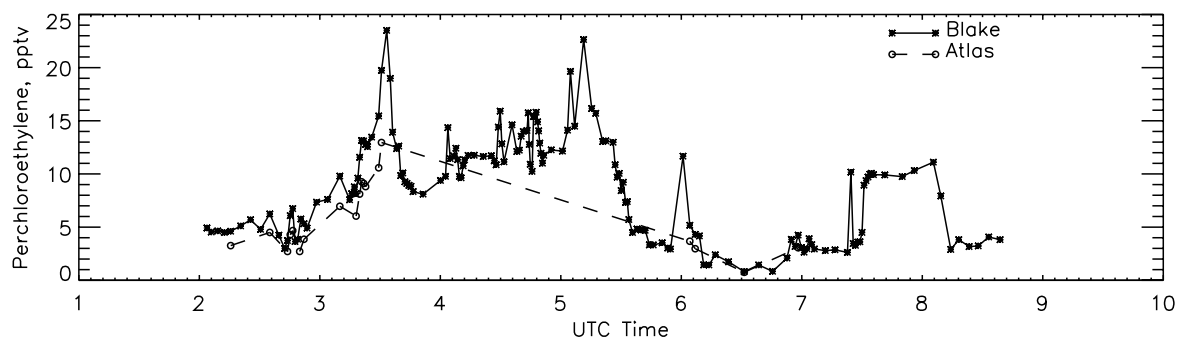
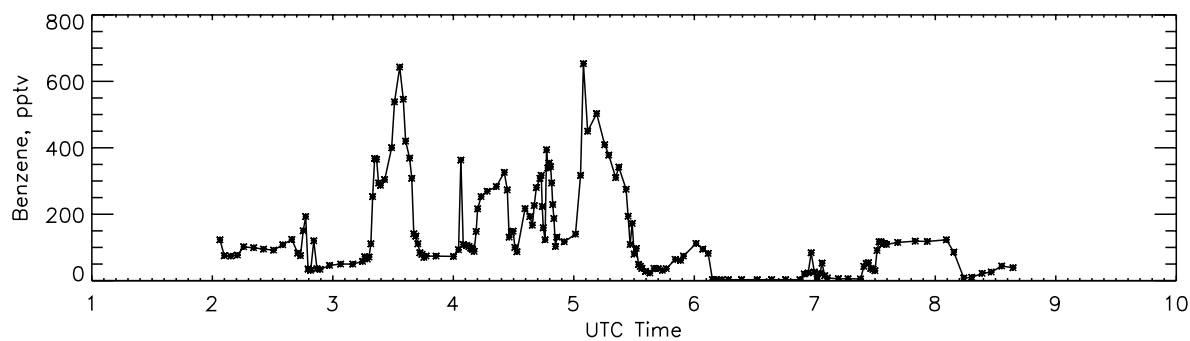
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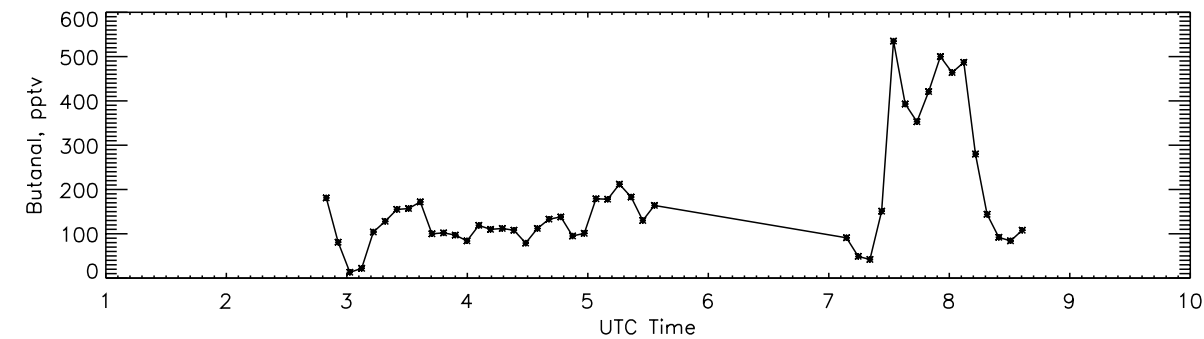
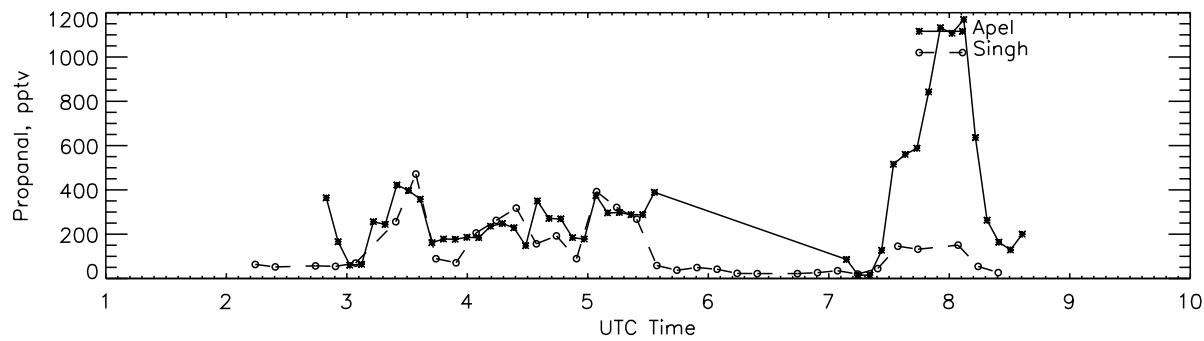
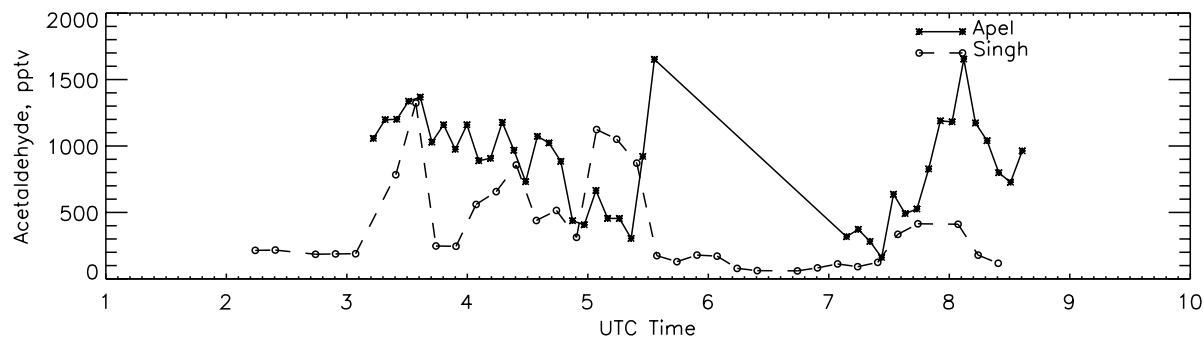
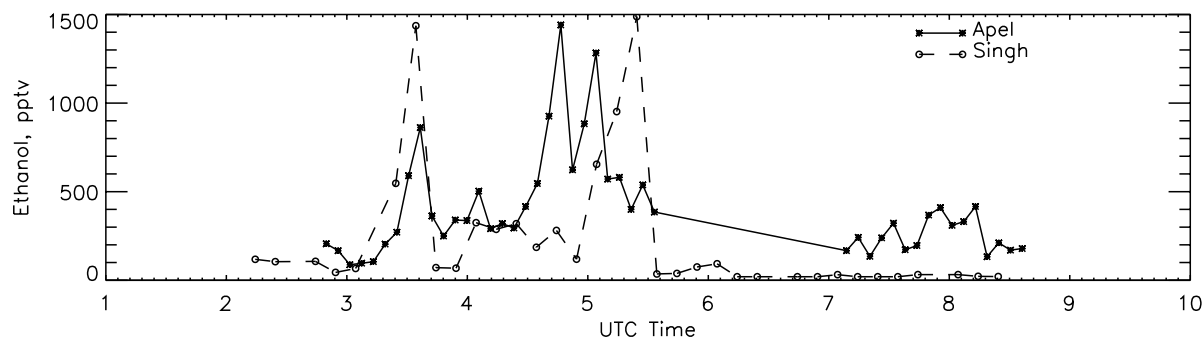
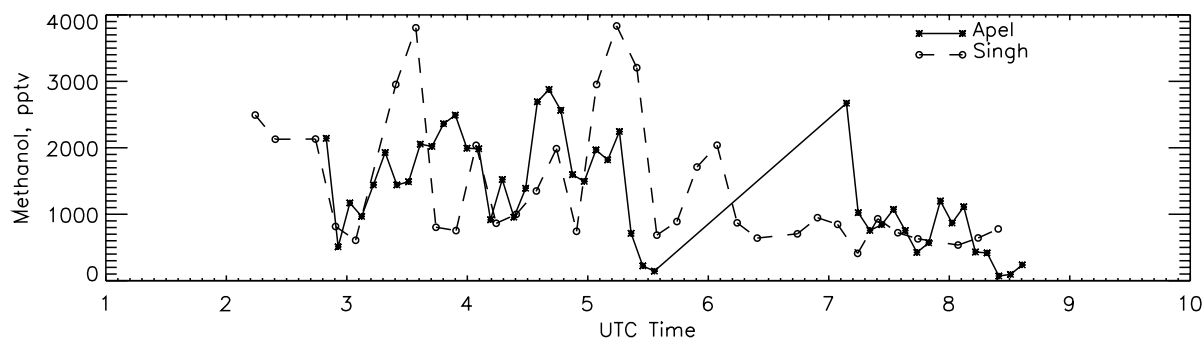
FINAL DATA: TRACE-P DC-8 Flight 09



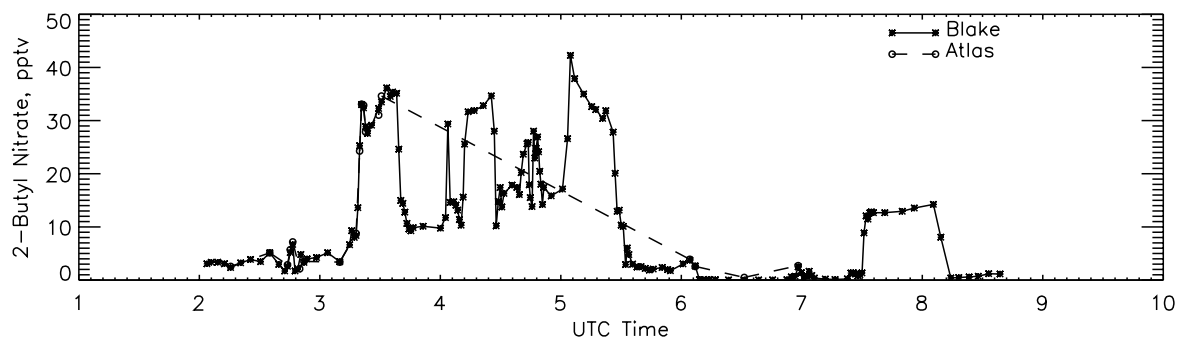
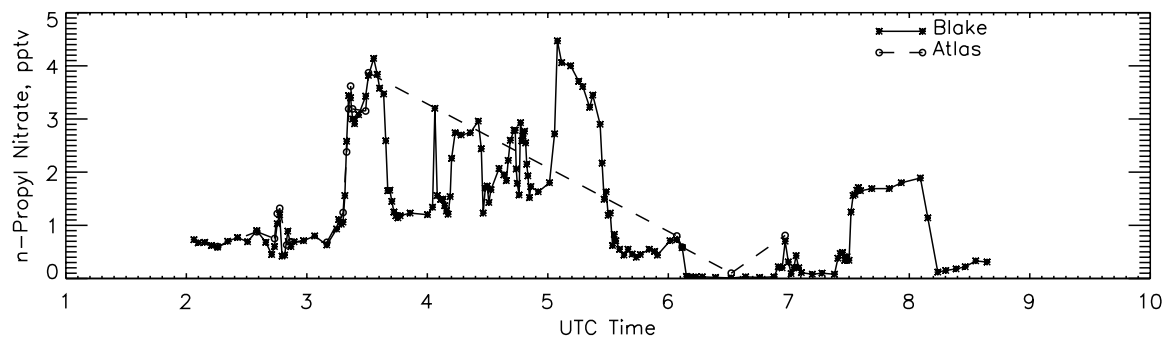
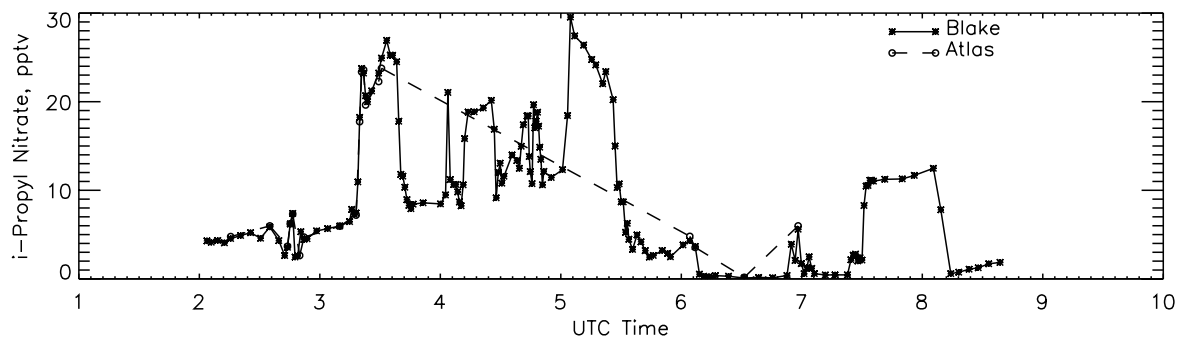
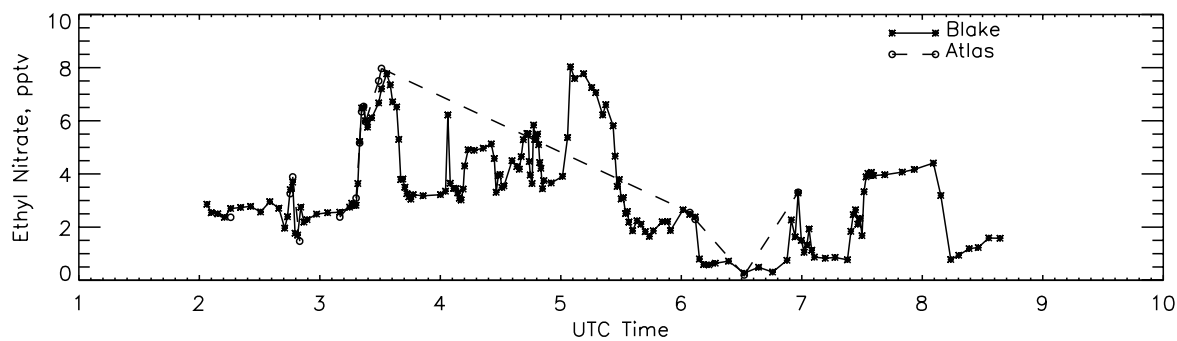
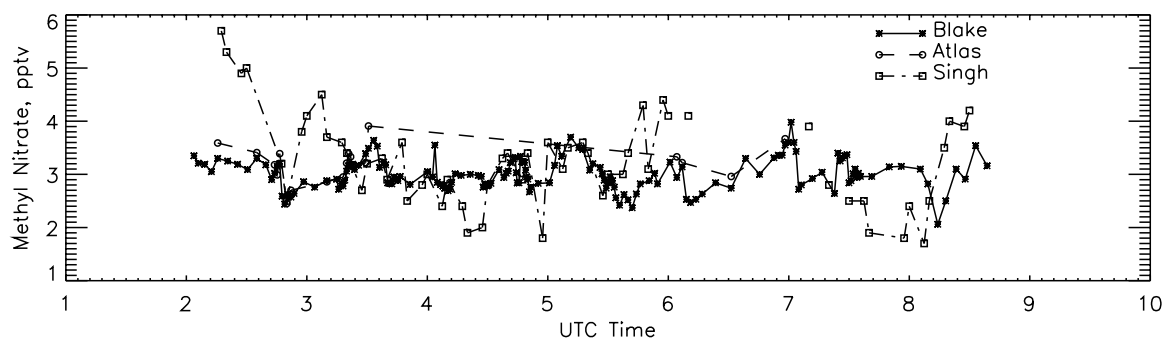
FINAL DATA: TRACE-P DC-8 Flight 09



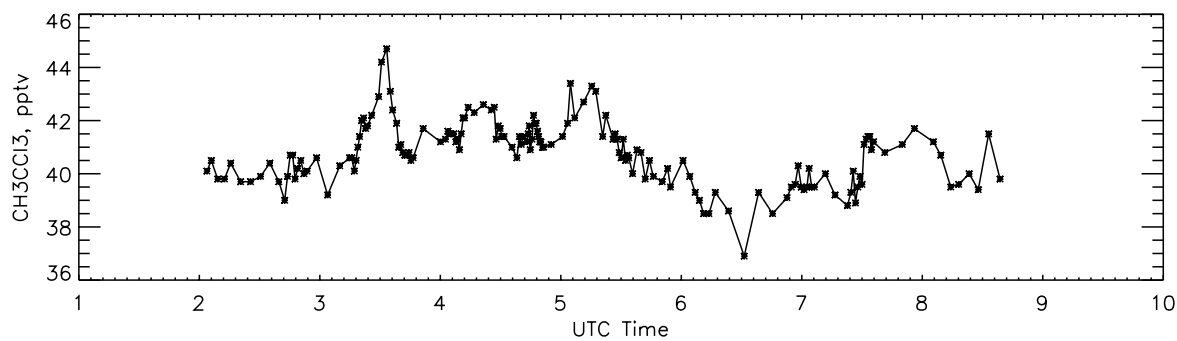
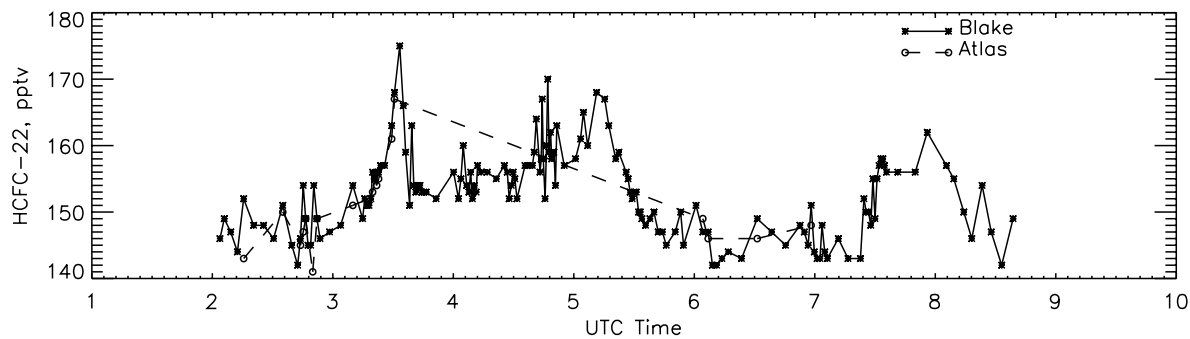
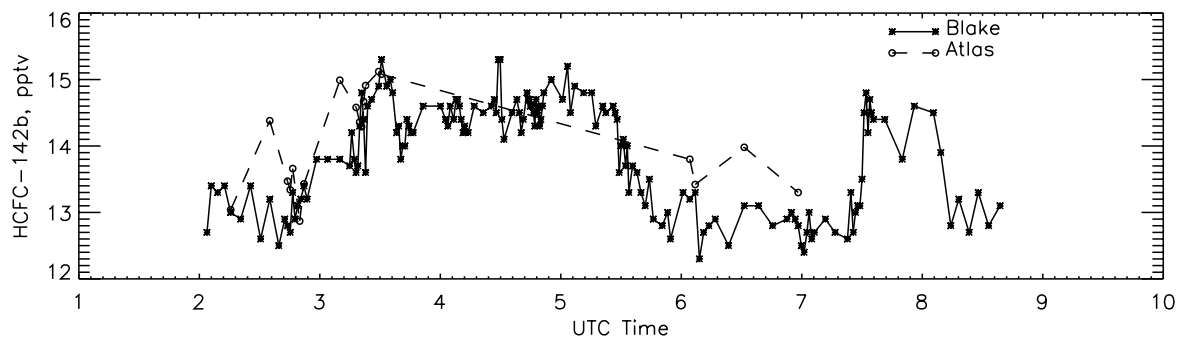
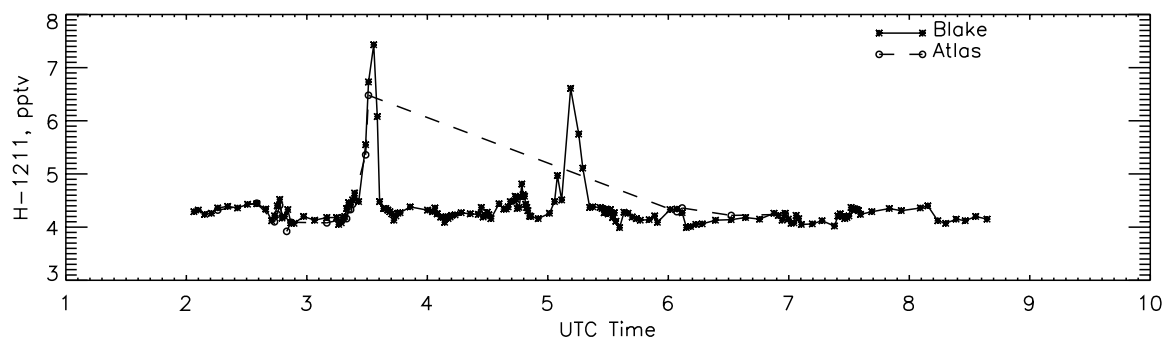
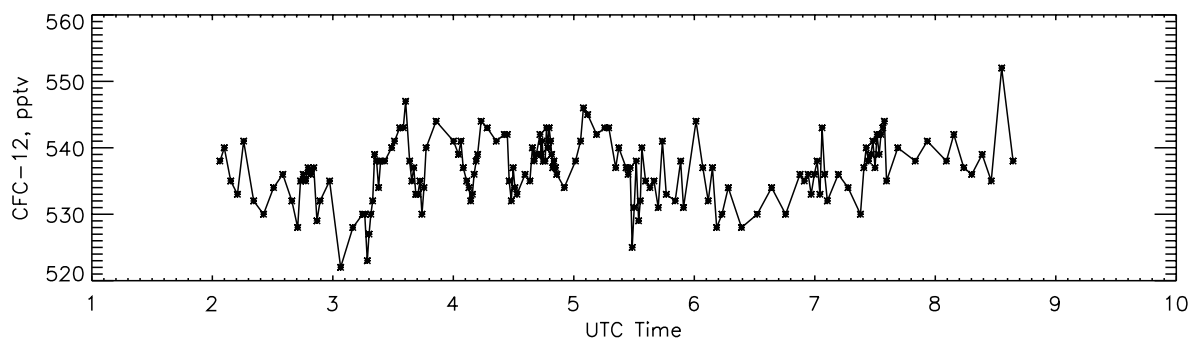
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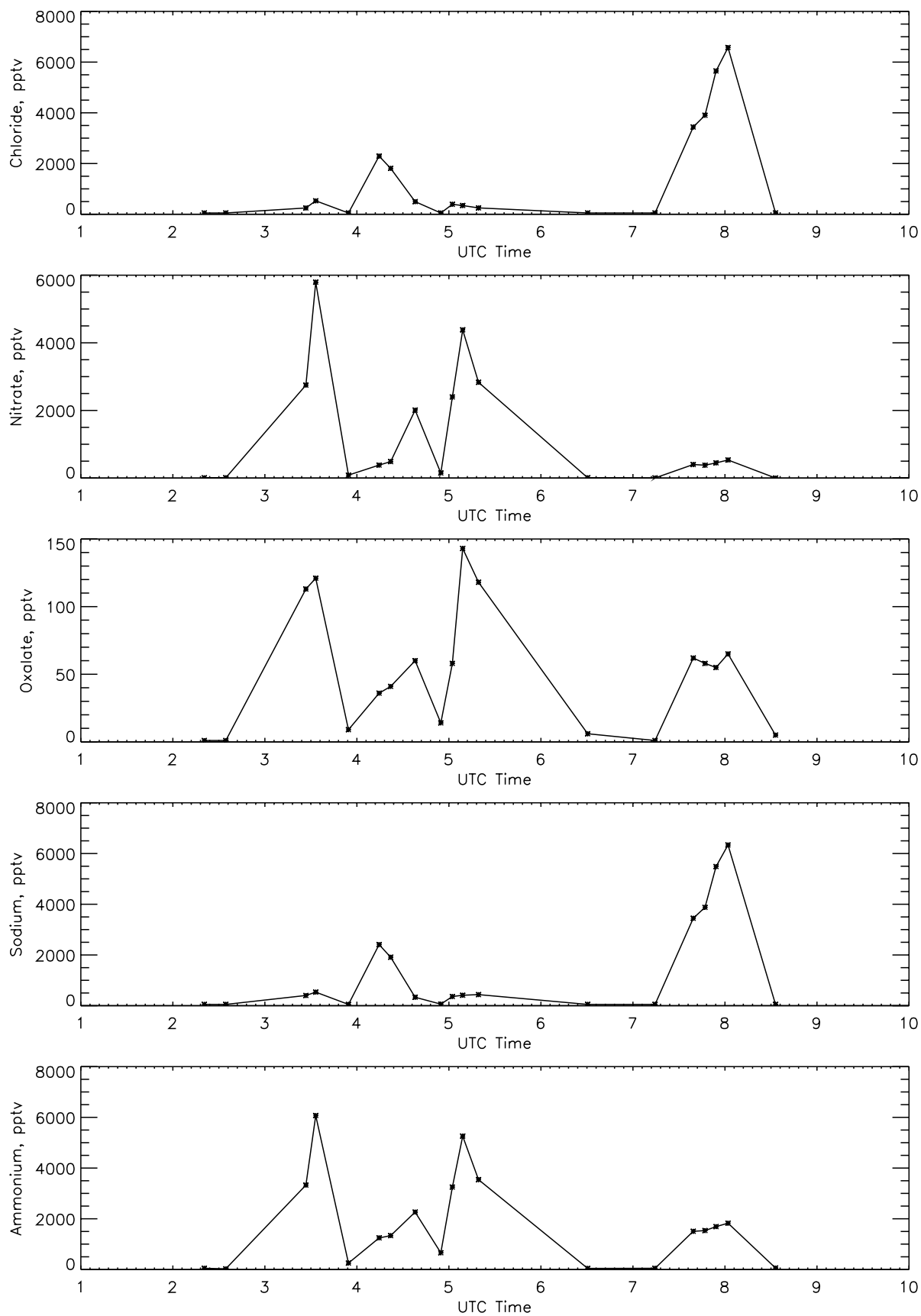
FINAL DATA: TRACE-P DC-8 Flight 09



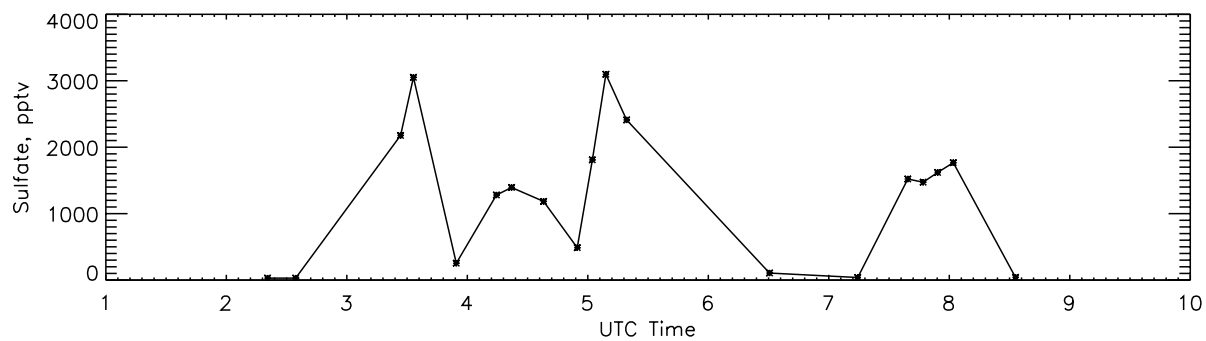
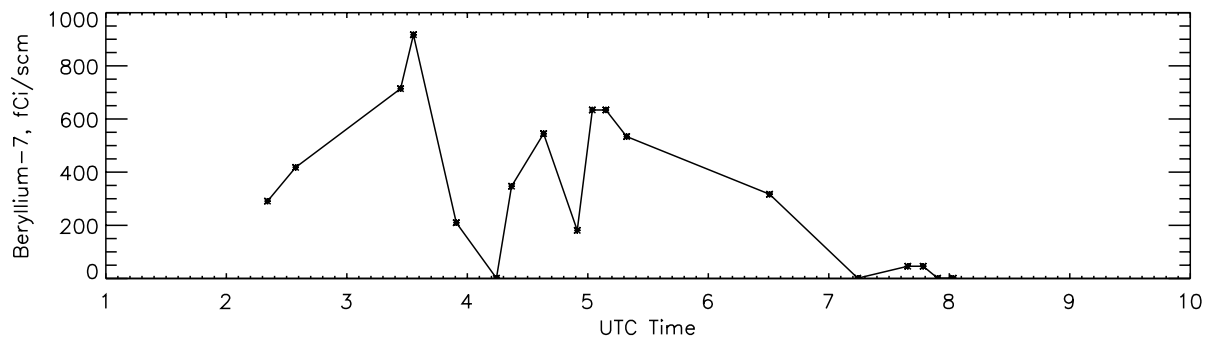
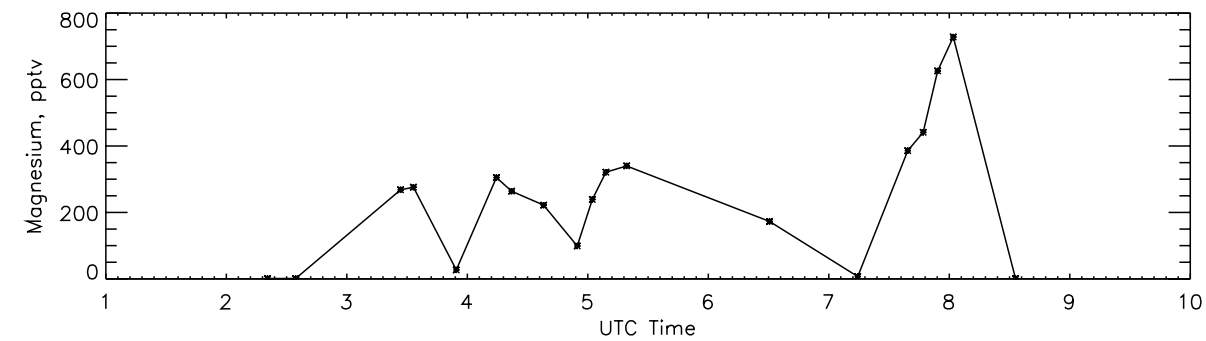
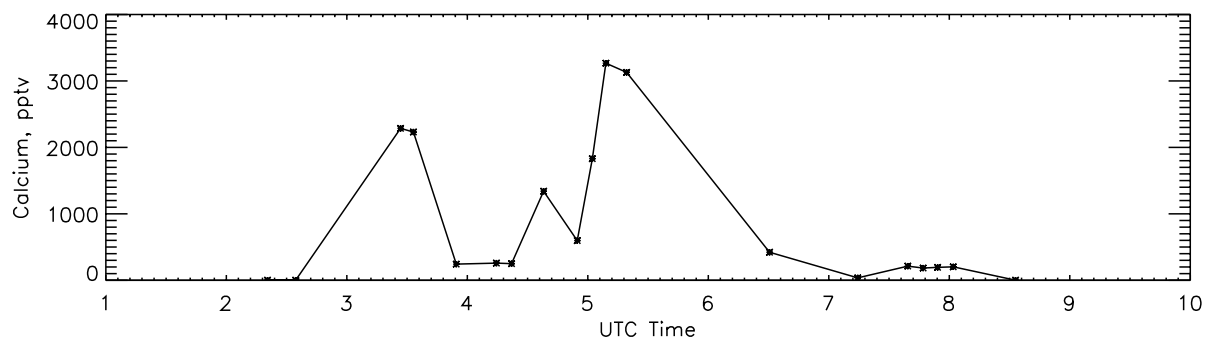
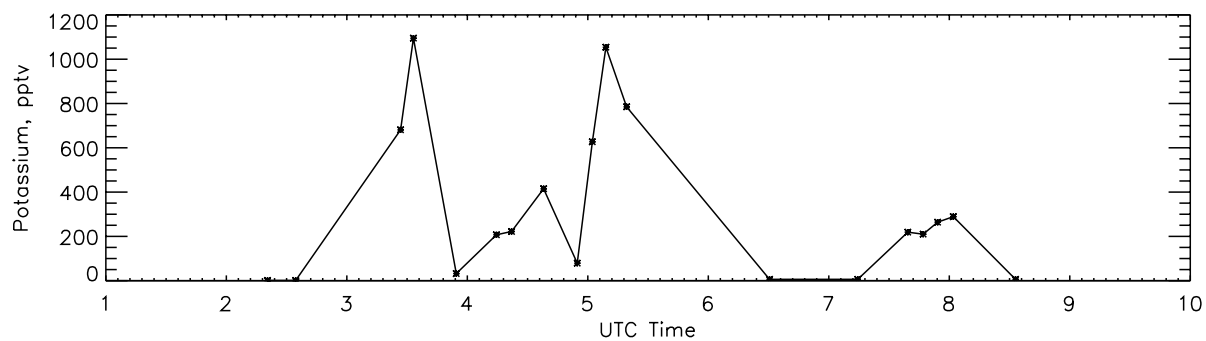
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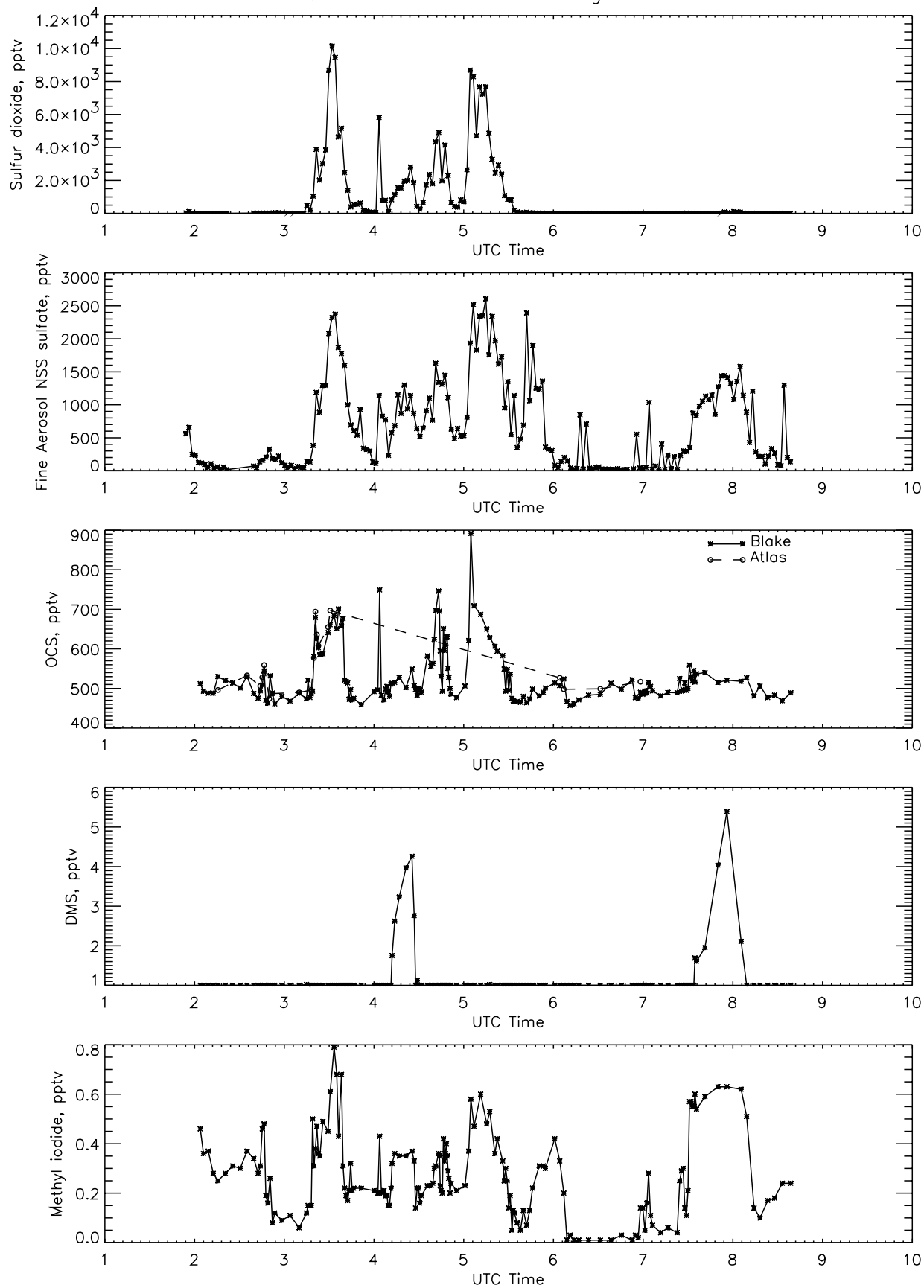
FINAL DATA: TRACE-P DC-8 Flight 09



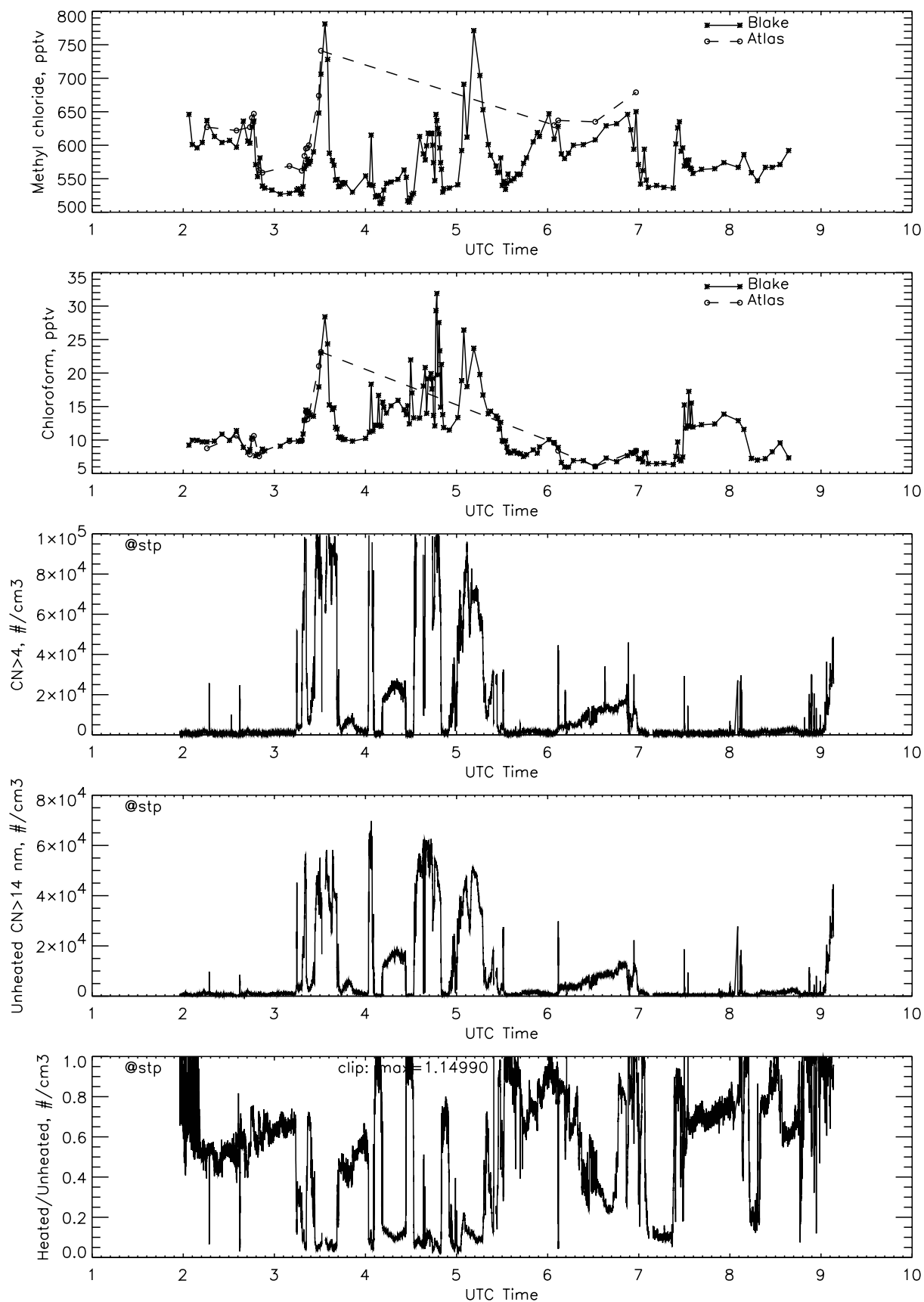
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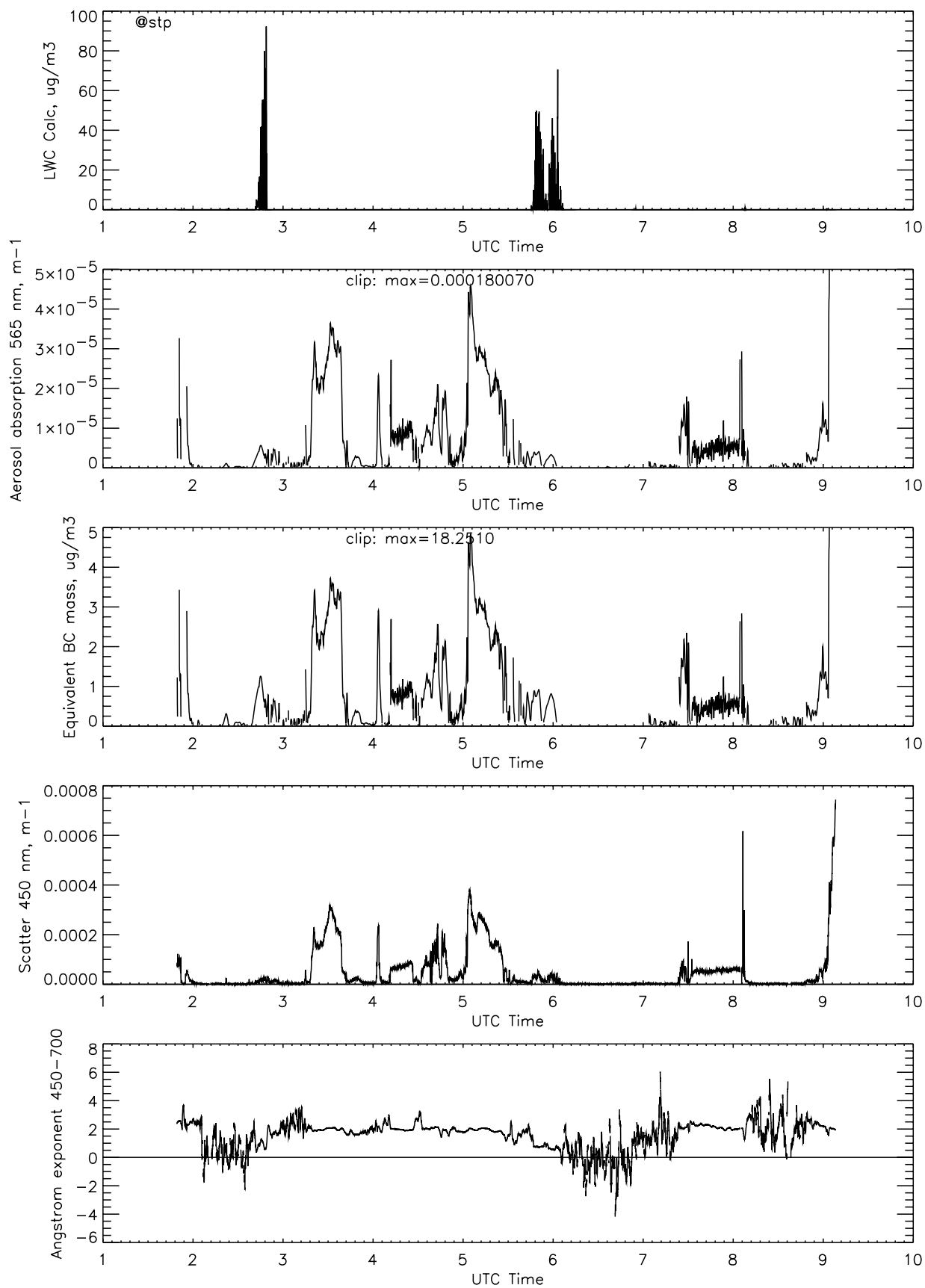
FINAL DATA: TRACE-P DC-8 Flight 09



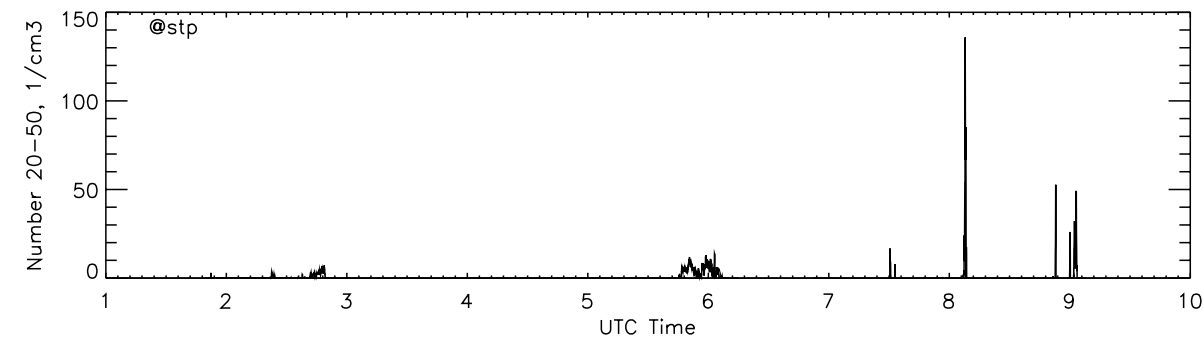
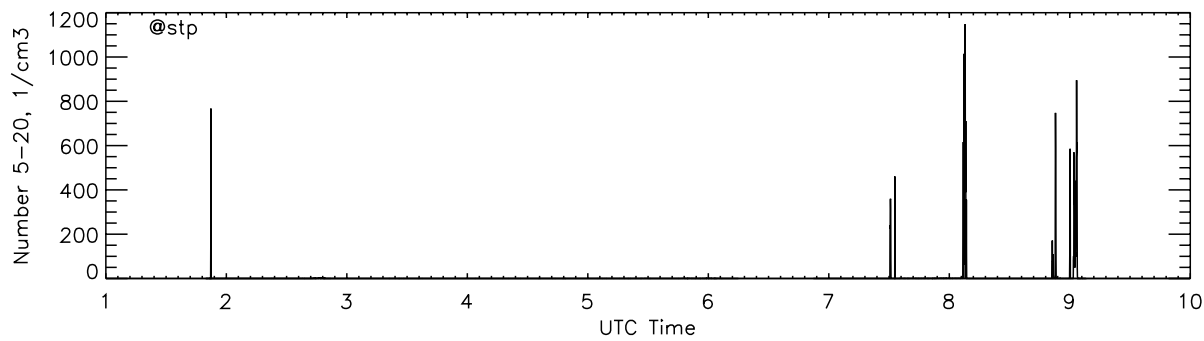
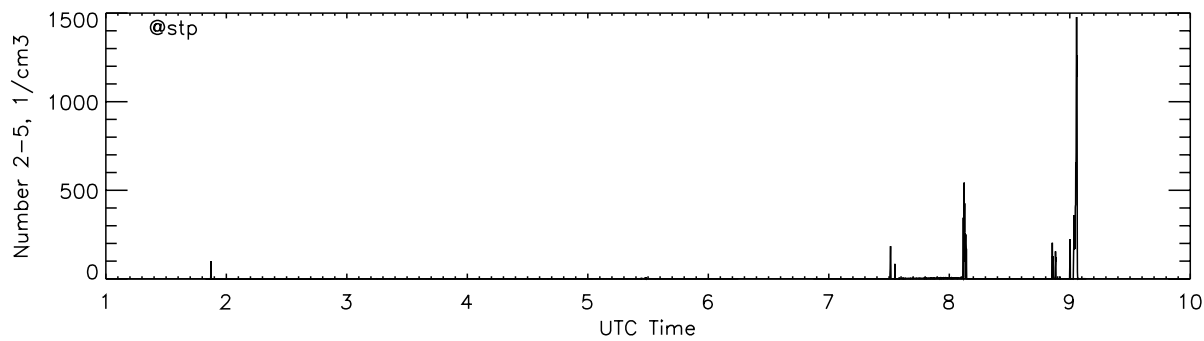
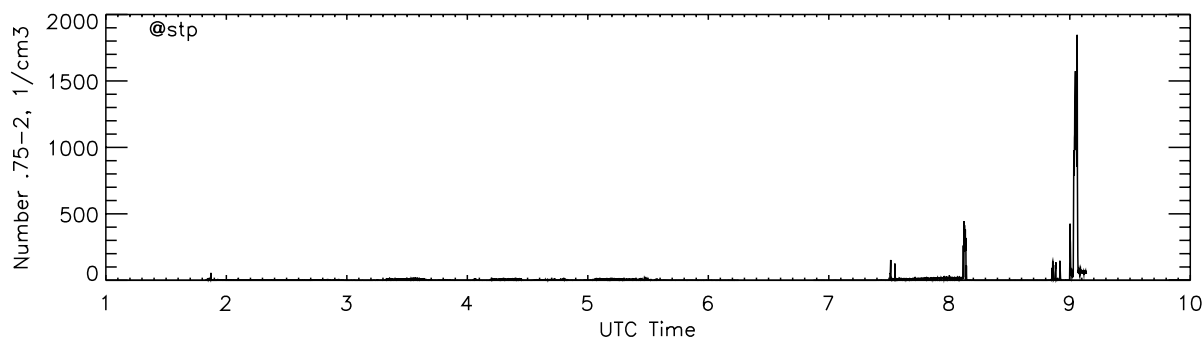
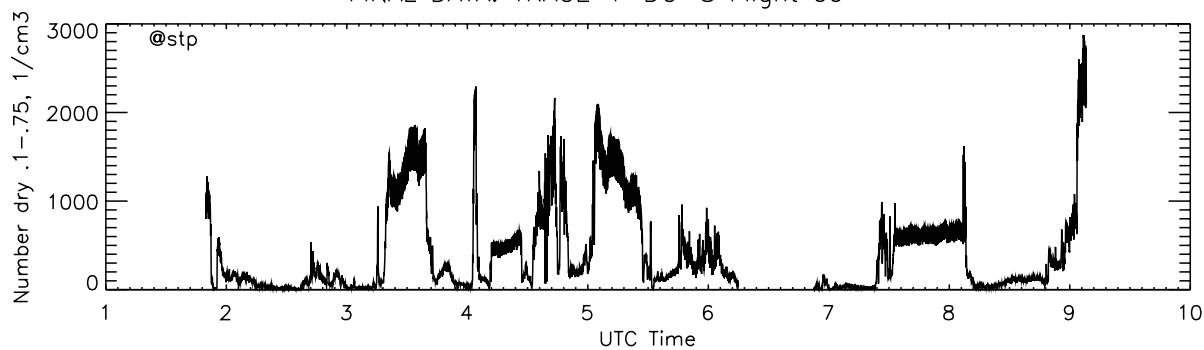
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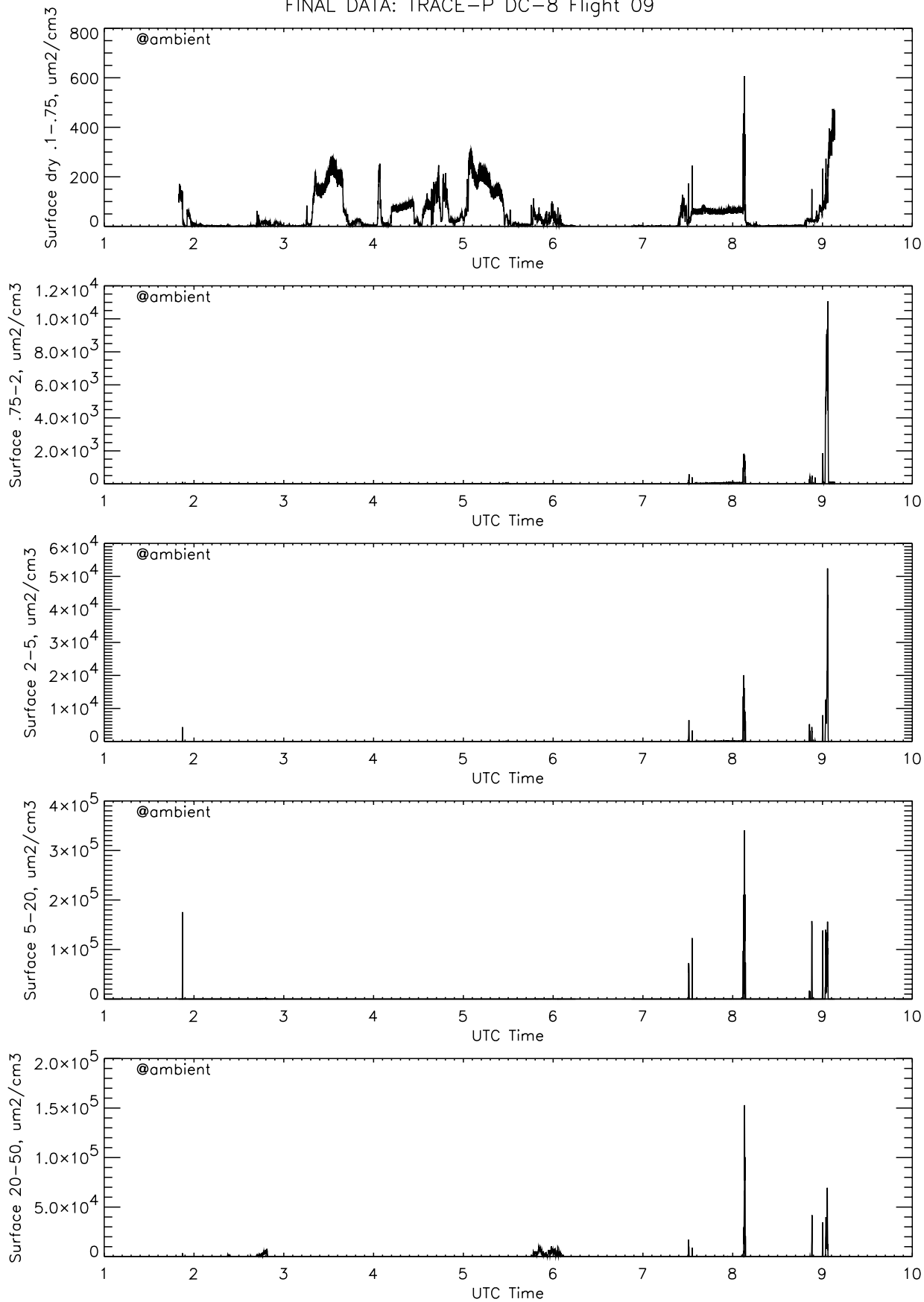
FINAL DATA: TRACE-P DC-8 Flight 09



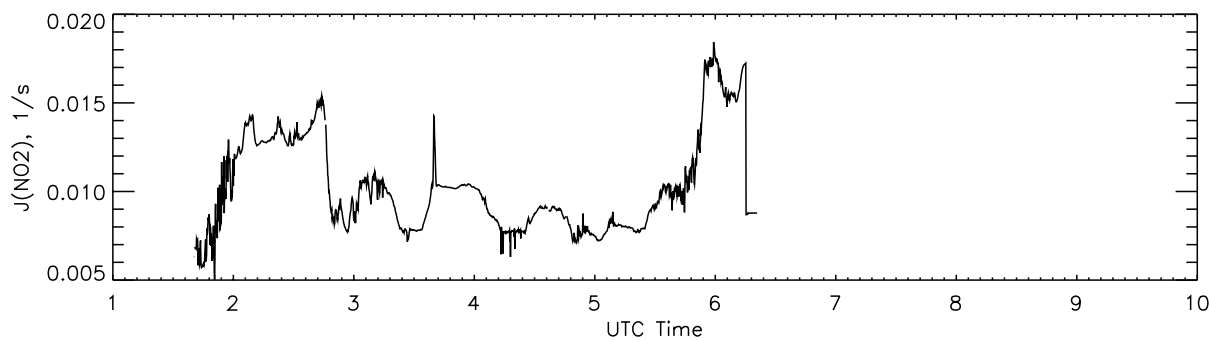
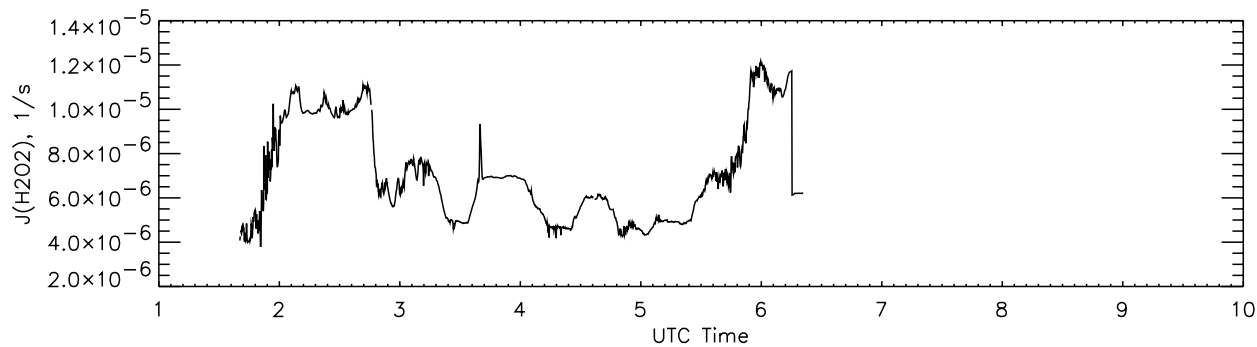
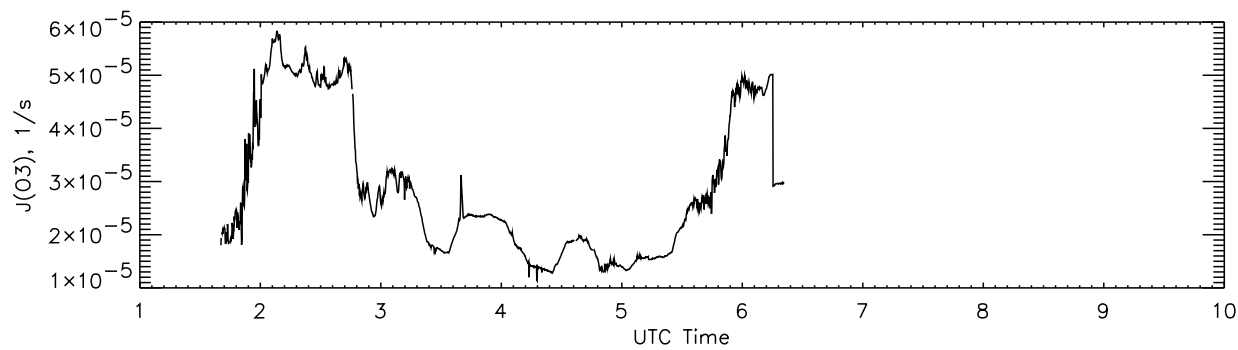
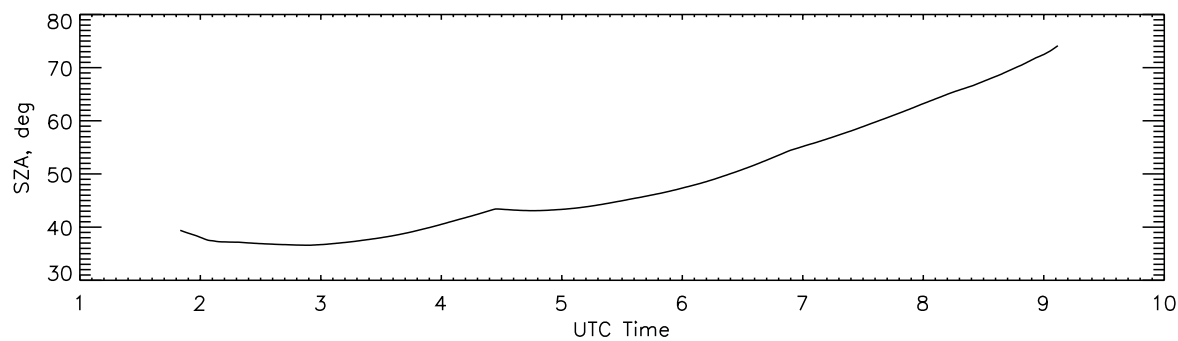
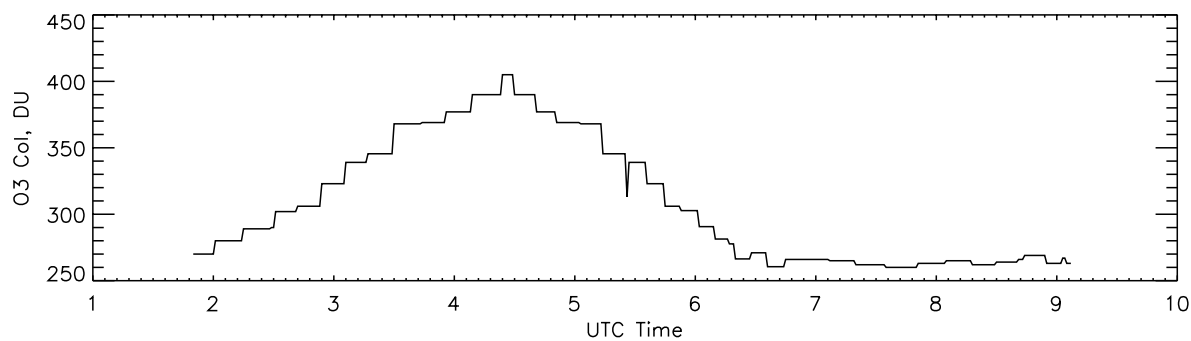
FINAL DATA: TRACE-P DC-8 Flight 09



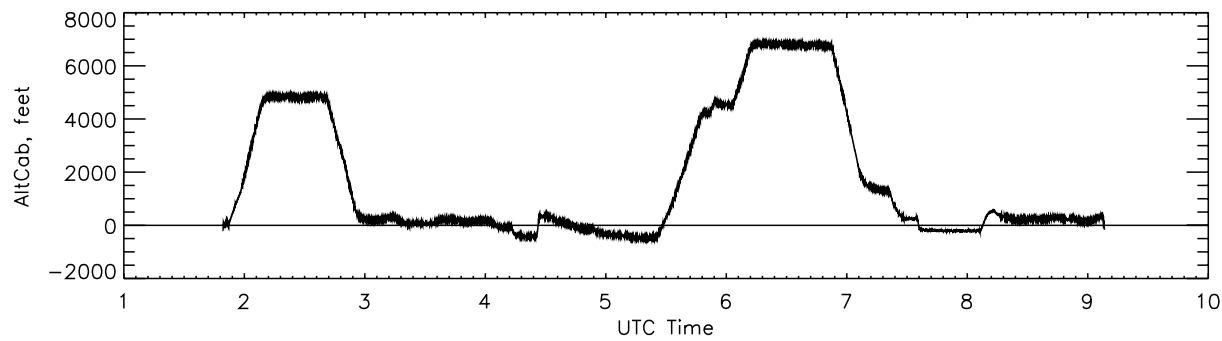
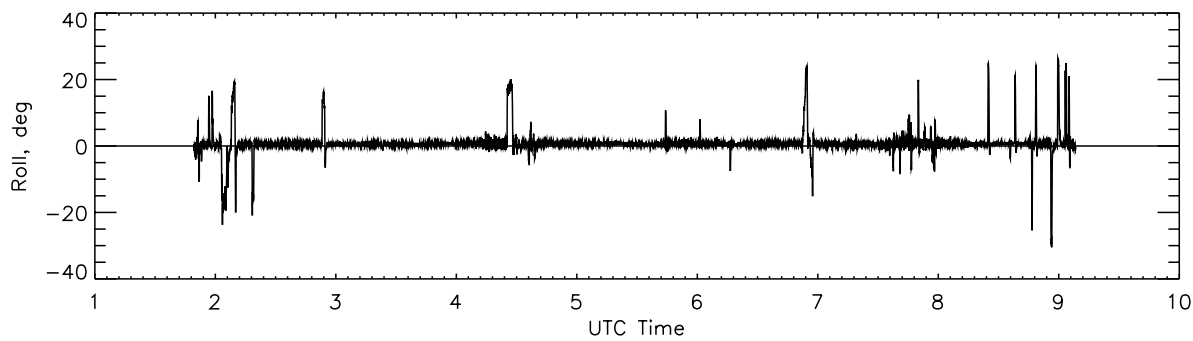
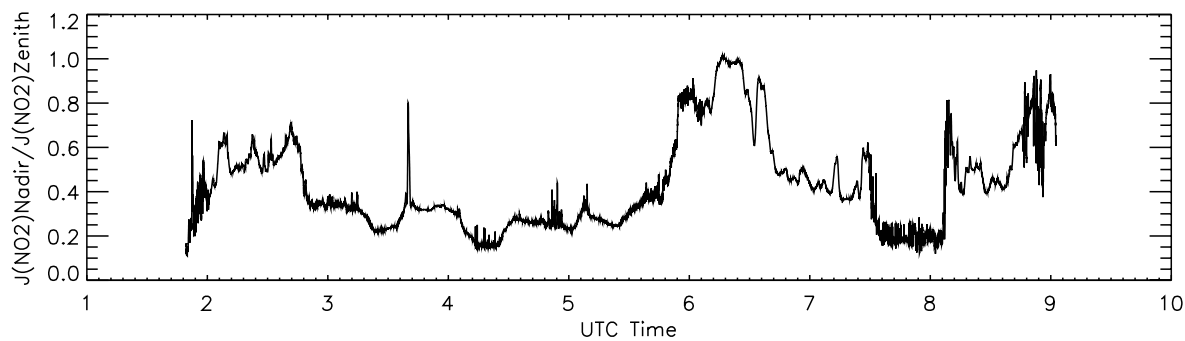
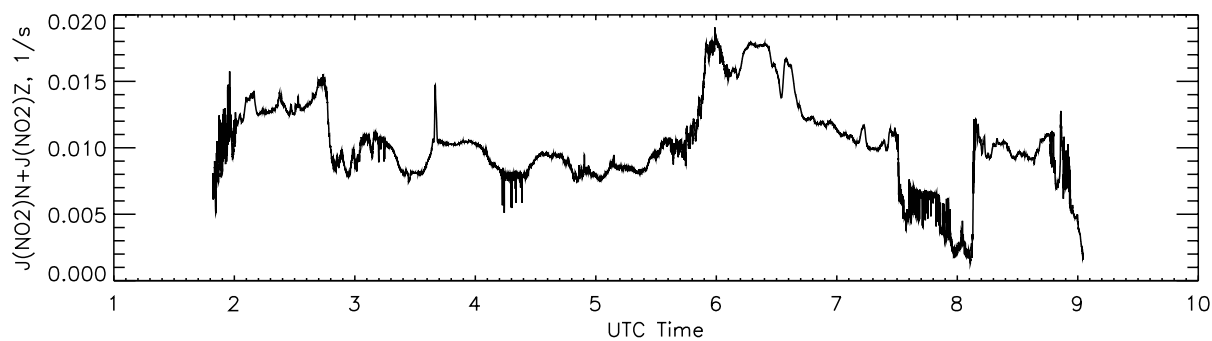
FINAL DATA: TRACE-P DC-8 Flight 09



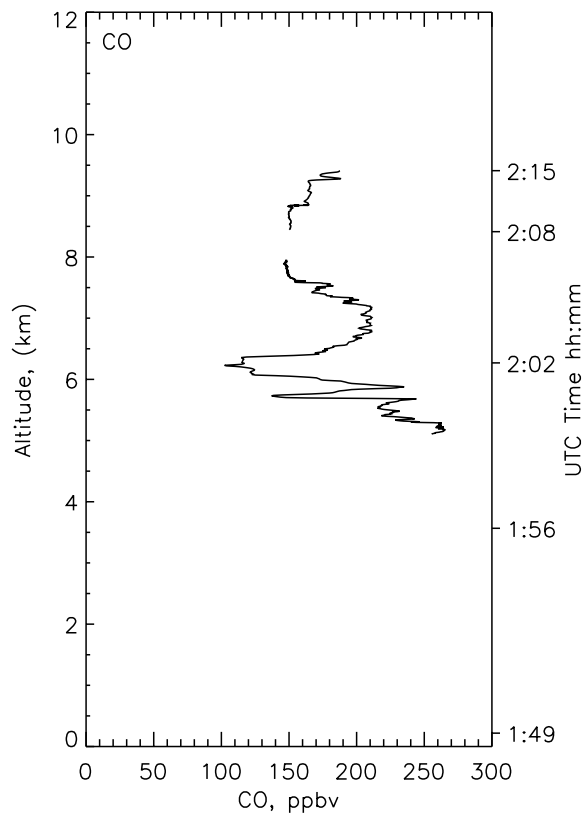
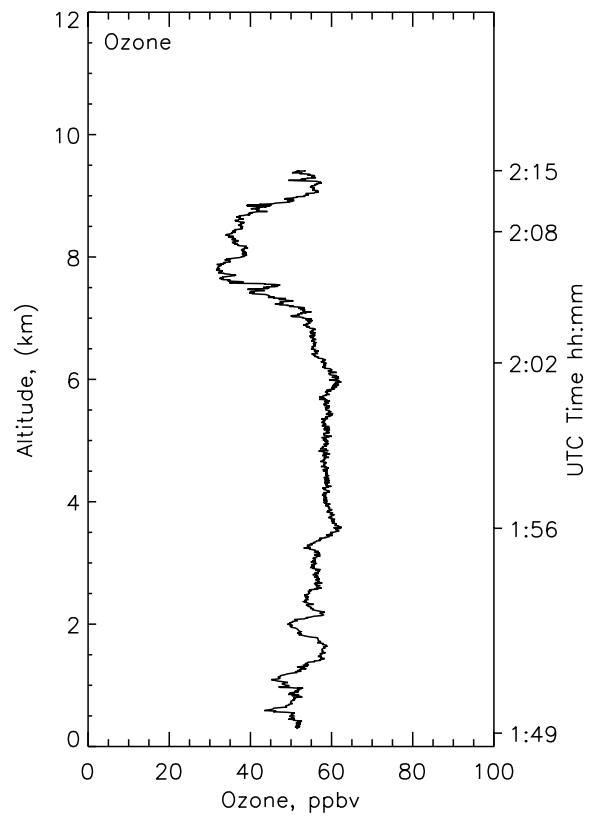
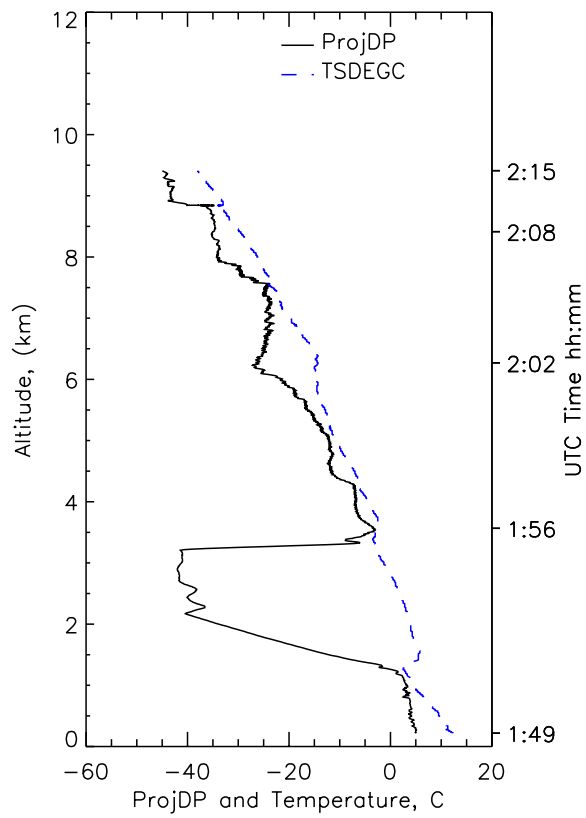
FINAL DATA: TRACE-P DC-8 Flight 09



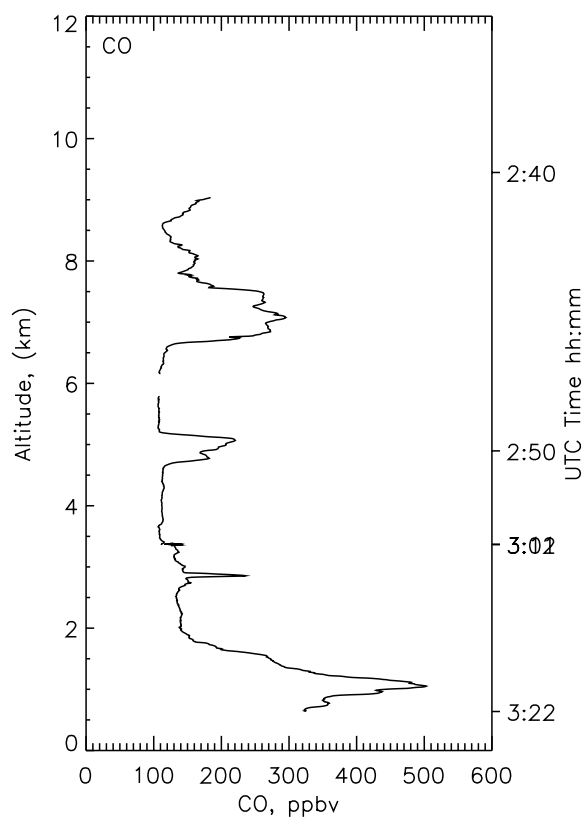
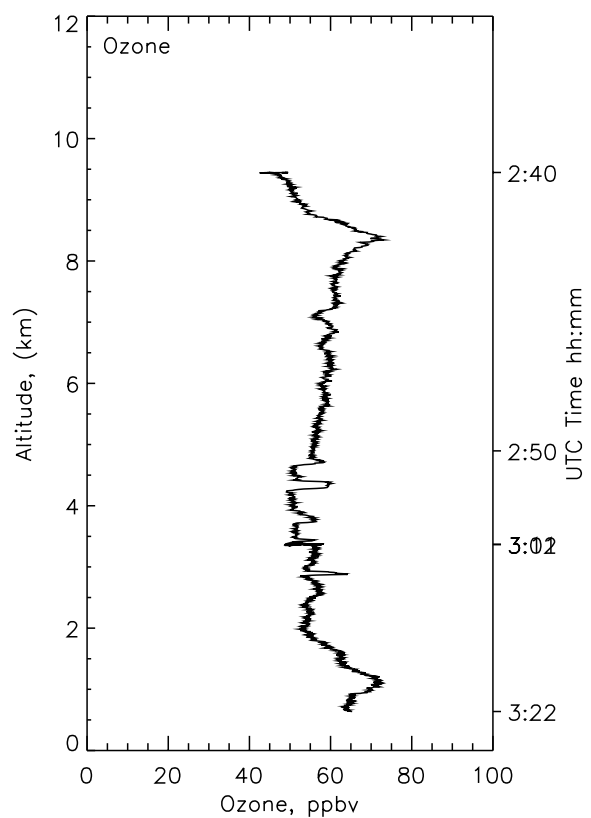
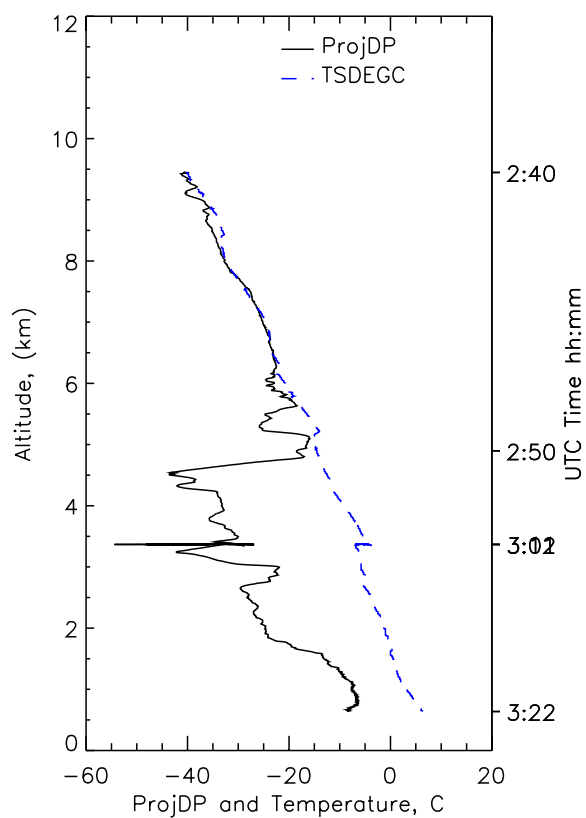
FINAL DATA: TRACE-P DC-8 Flight 09



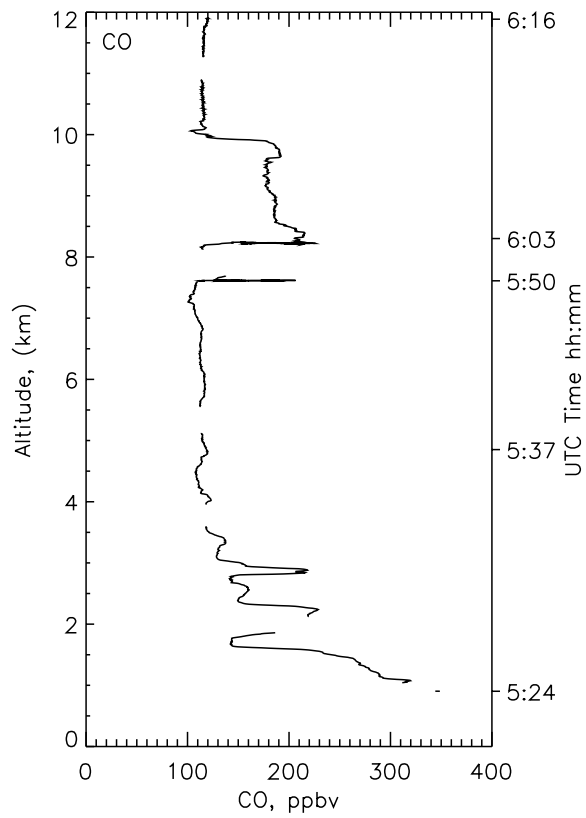
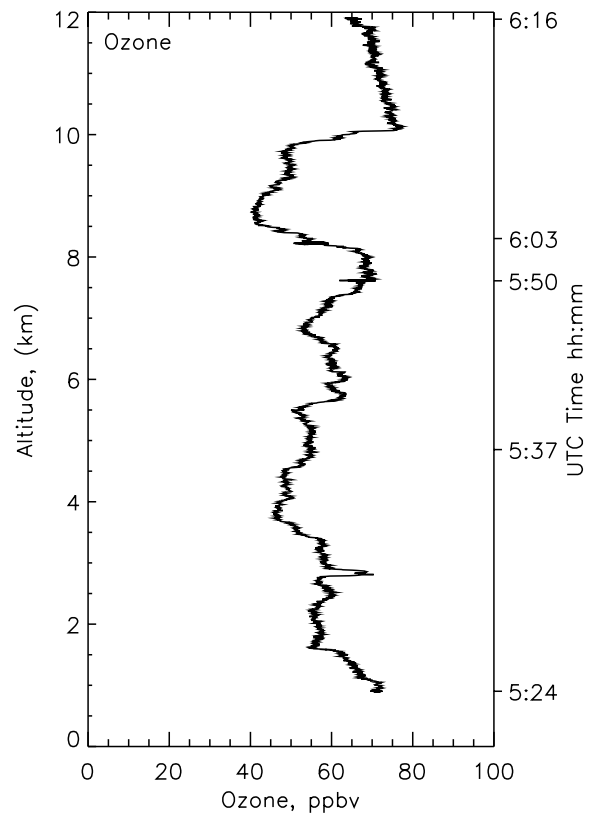
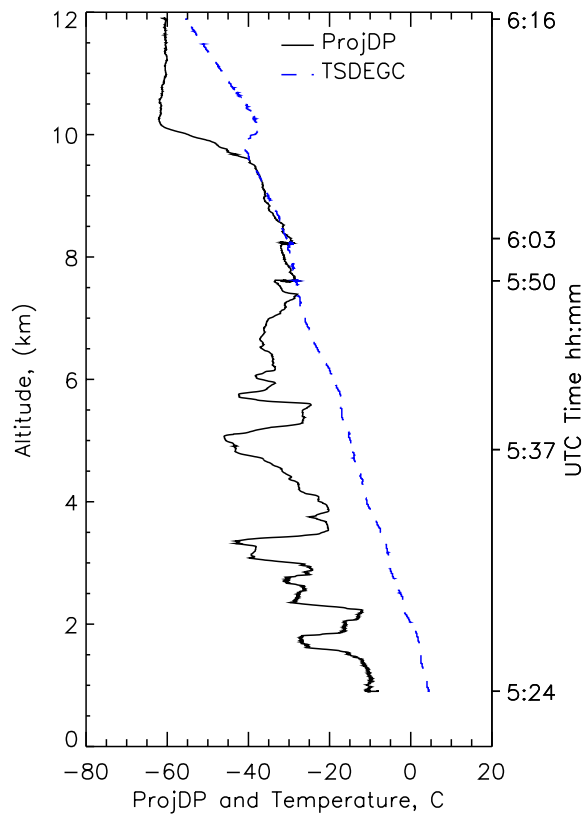
Profile #1 TRACE-P DC-8 Flight 09



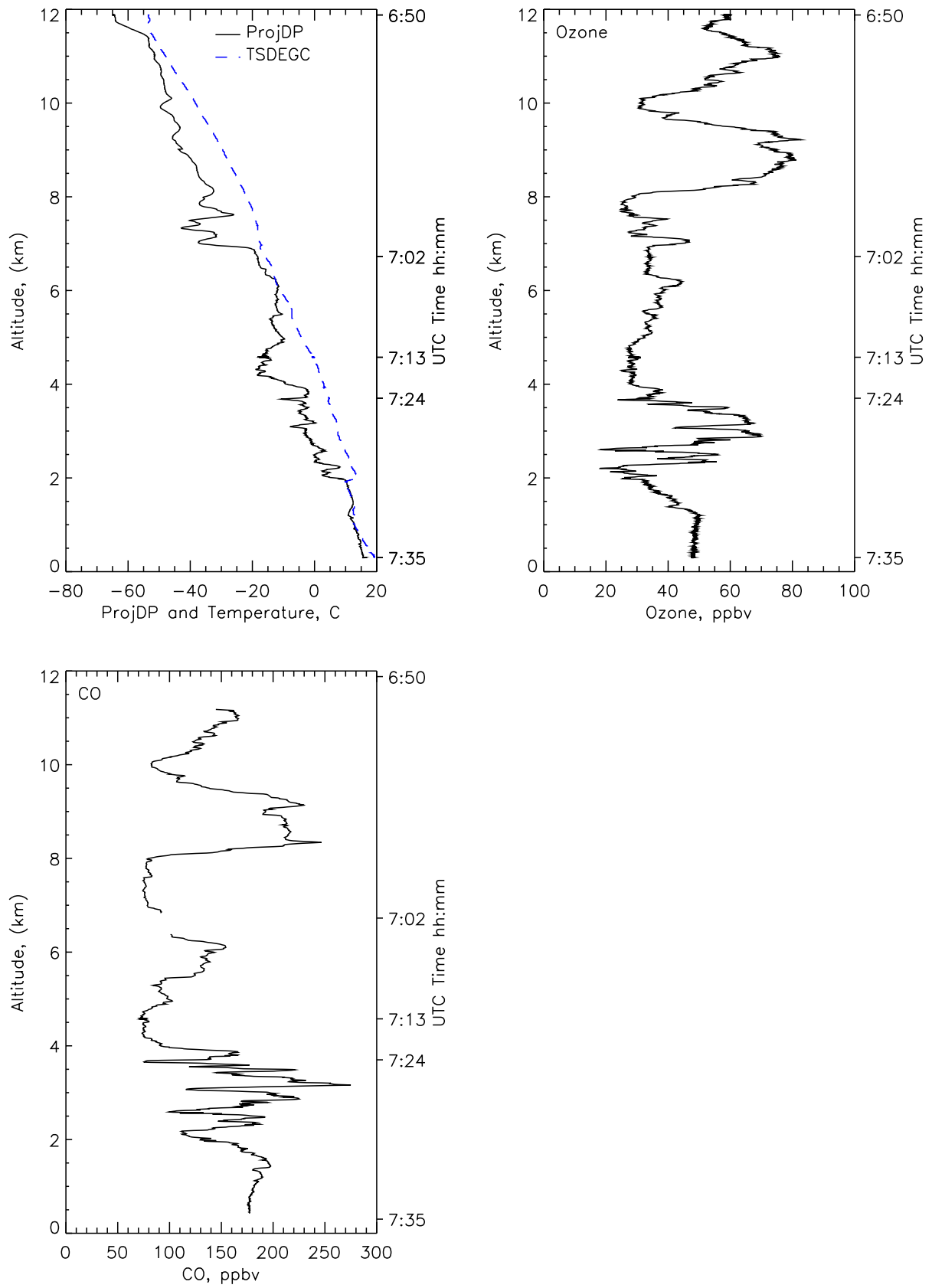
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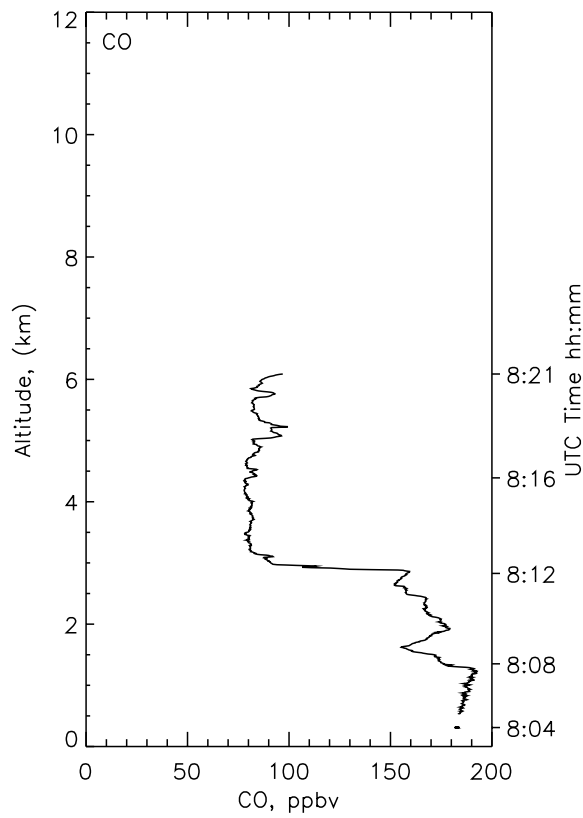
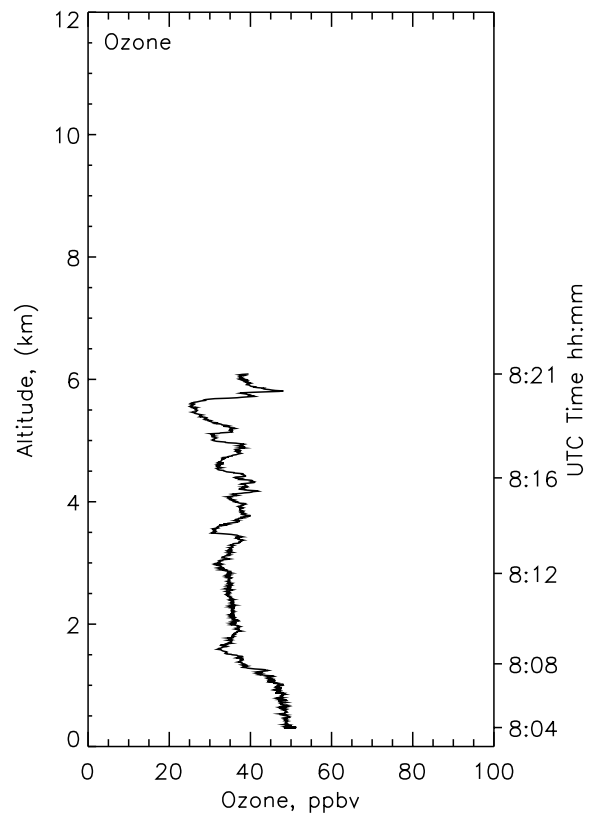
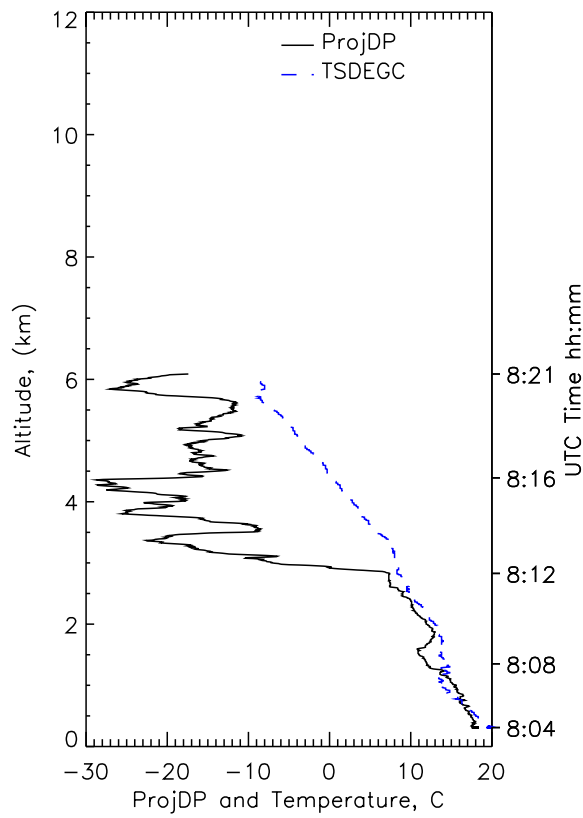
Profile #3 TRACE-P DC-8 Flight 09



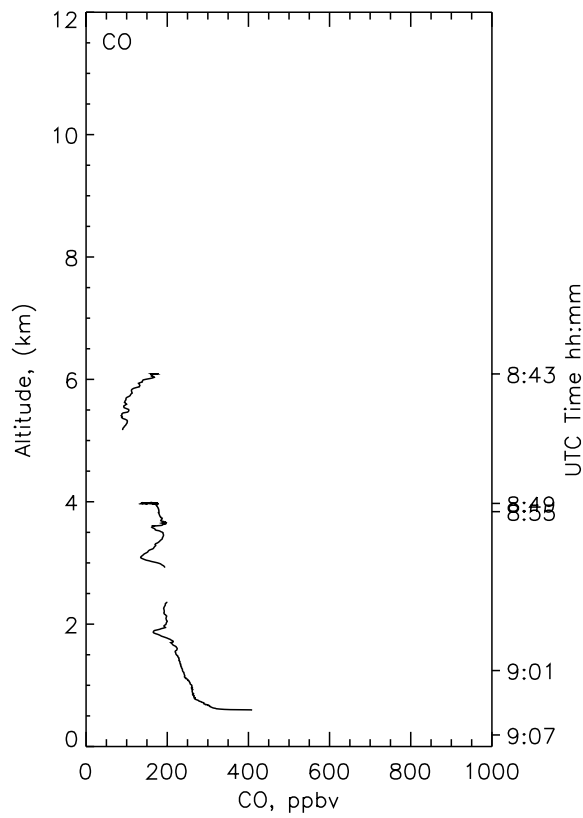
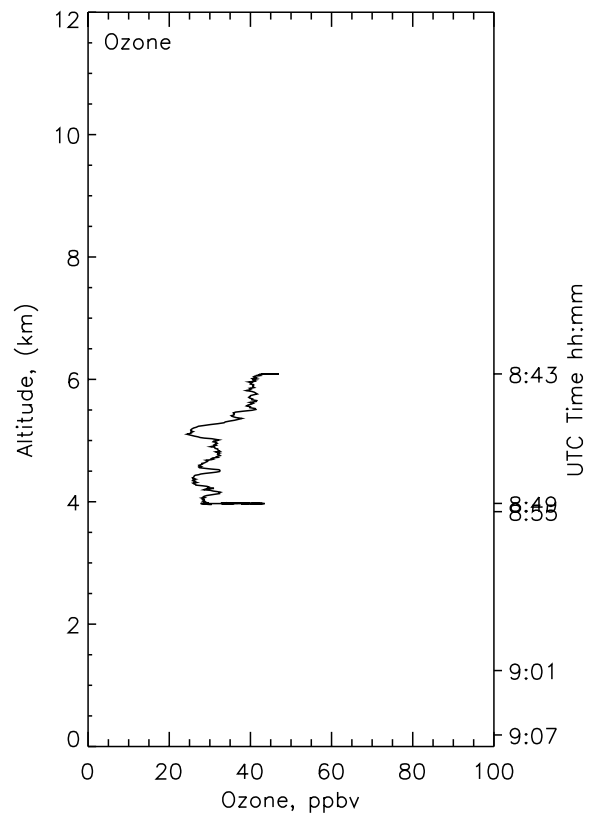
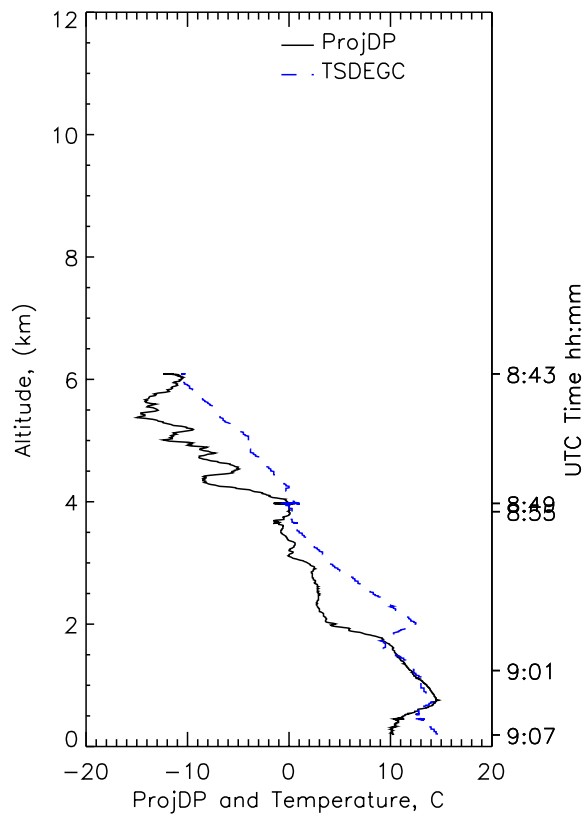
Profile #4 TRACE-P DC-8 Flight 09



Profile #5 TRACE-P DC-8 Flight 09



Profile #6 TRACE-P DC-8 Flight 09



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

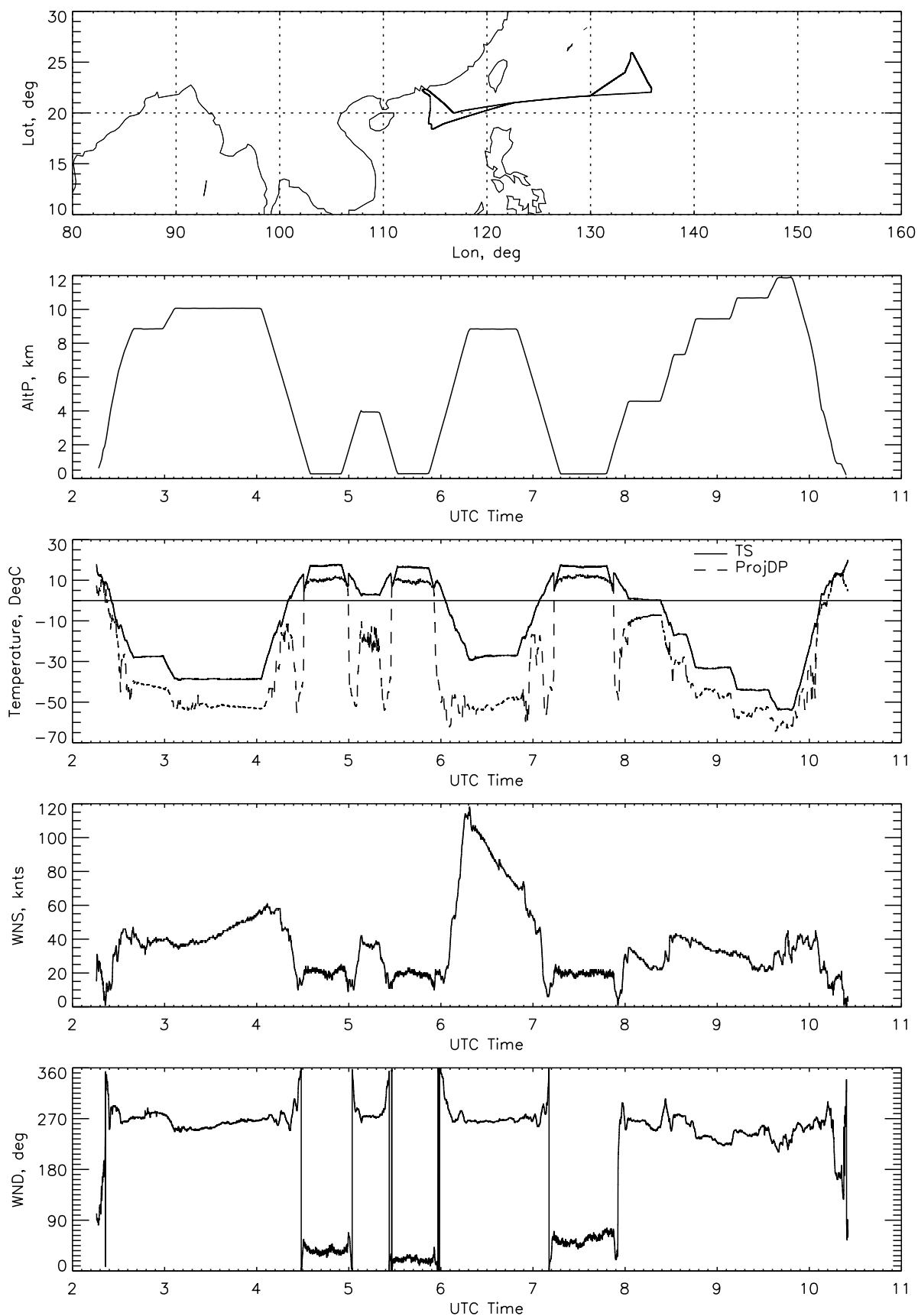
Flight 10D

Local: Hong Kong No. 4

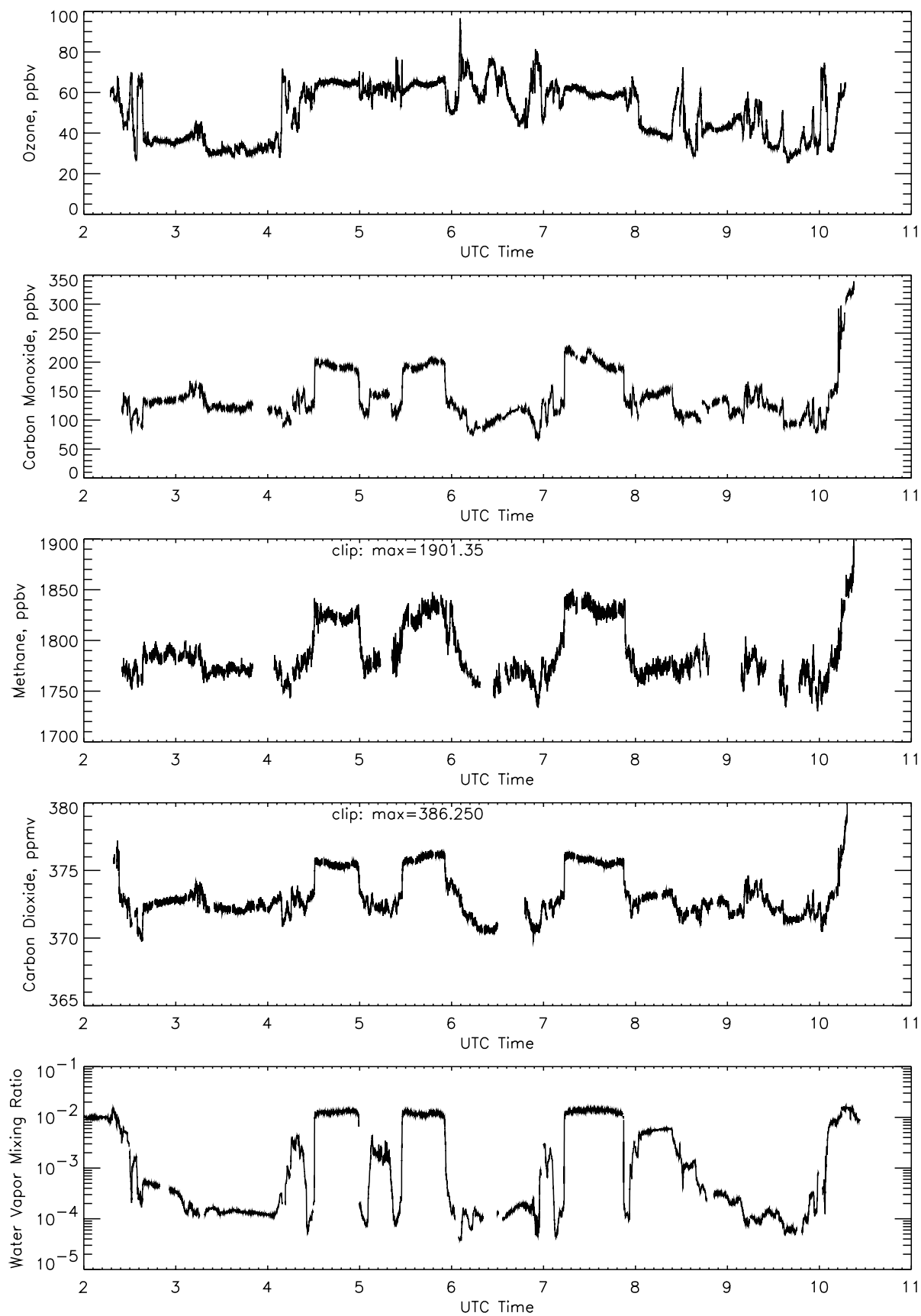
Aged Asian Outflow

March 13, 2001

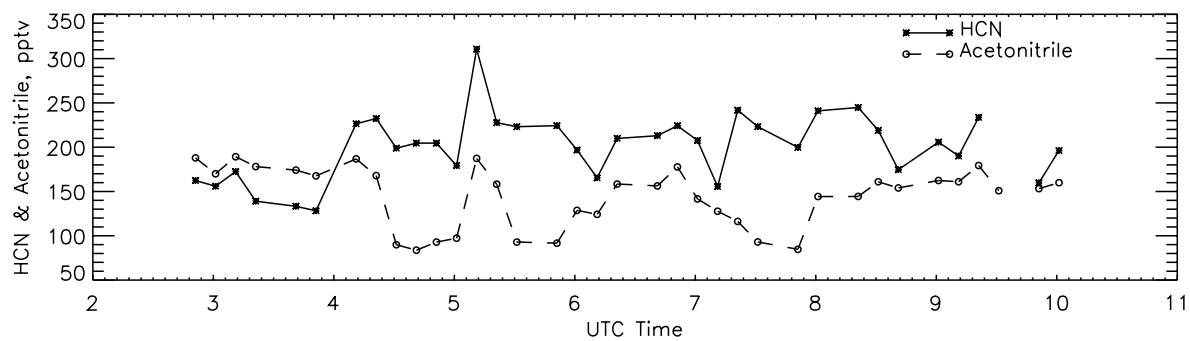
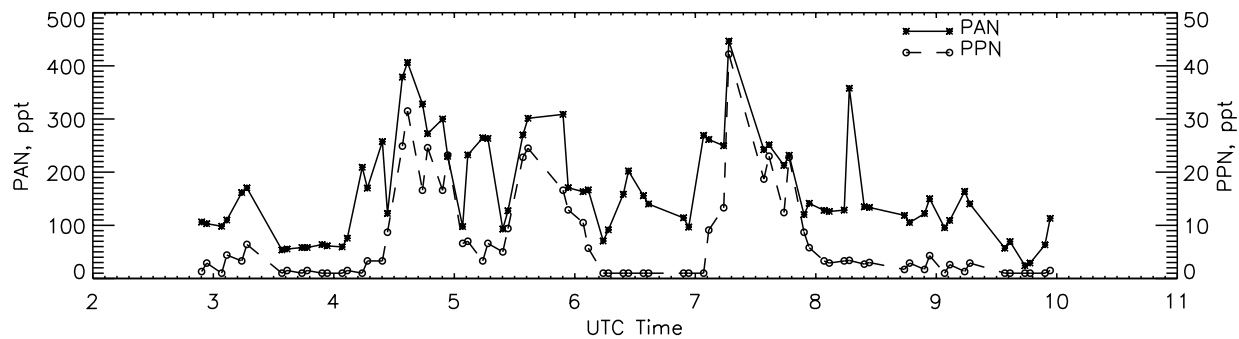
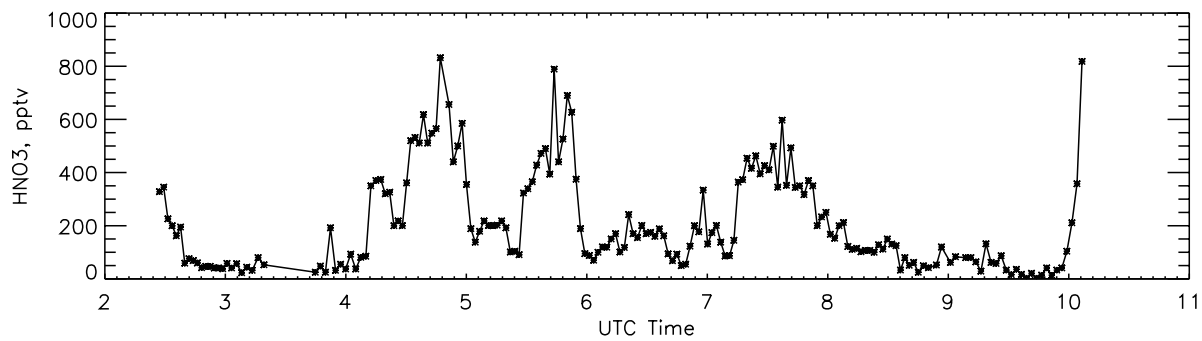
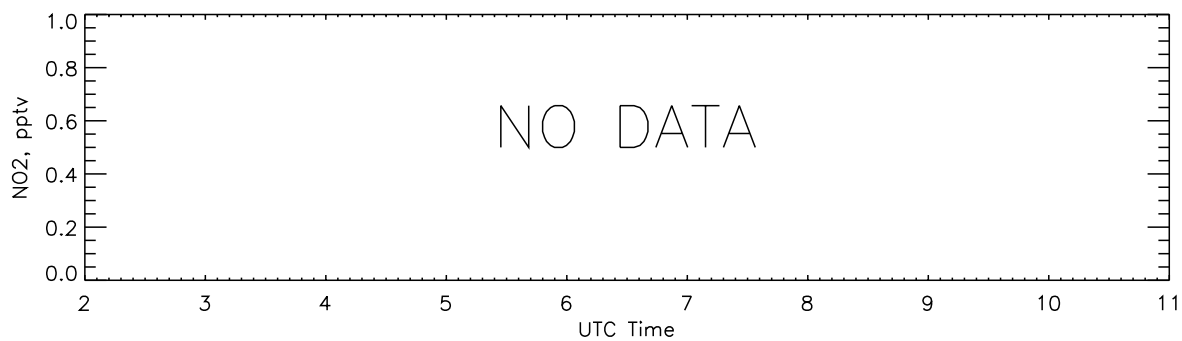
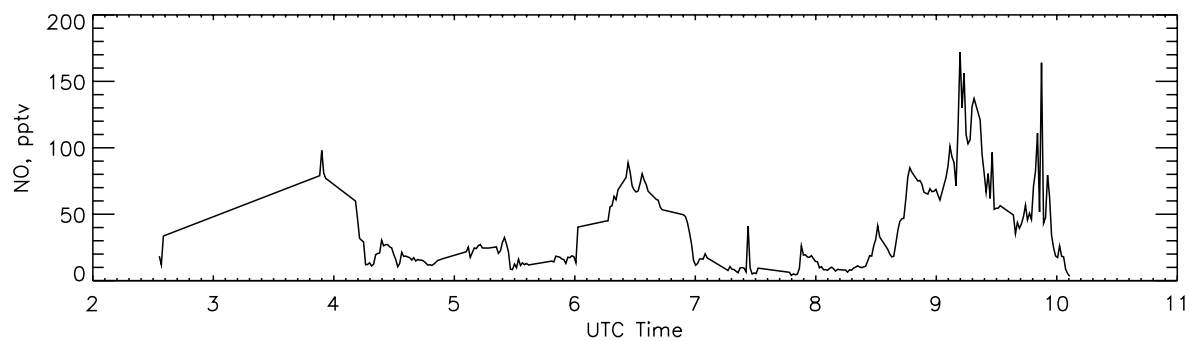
FINAL DATA: TRACE-P DC-8 Flight 10



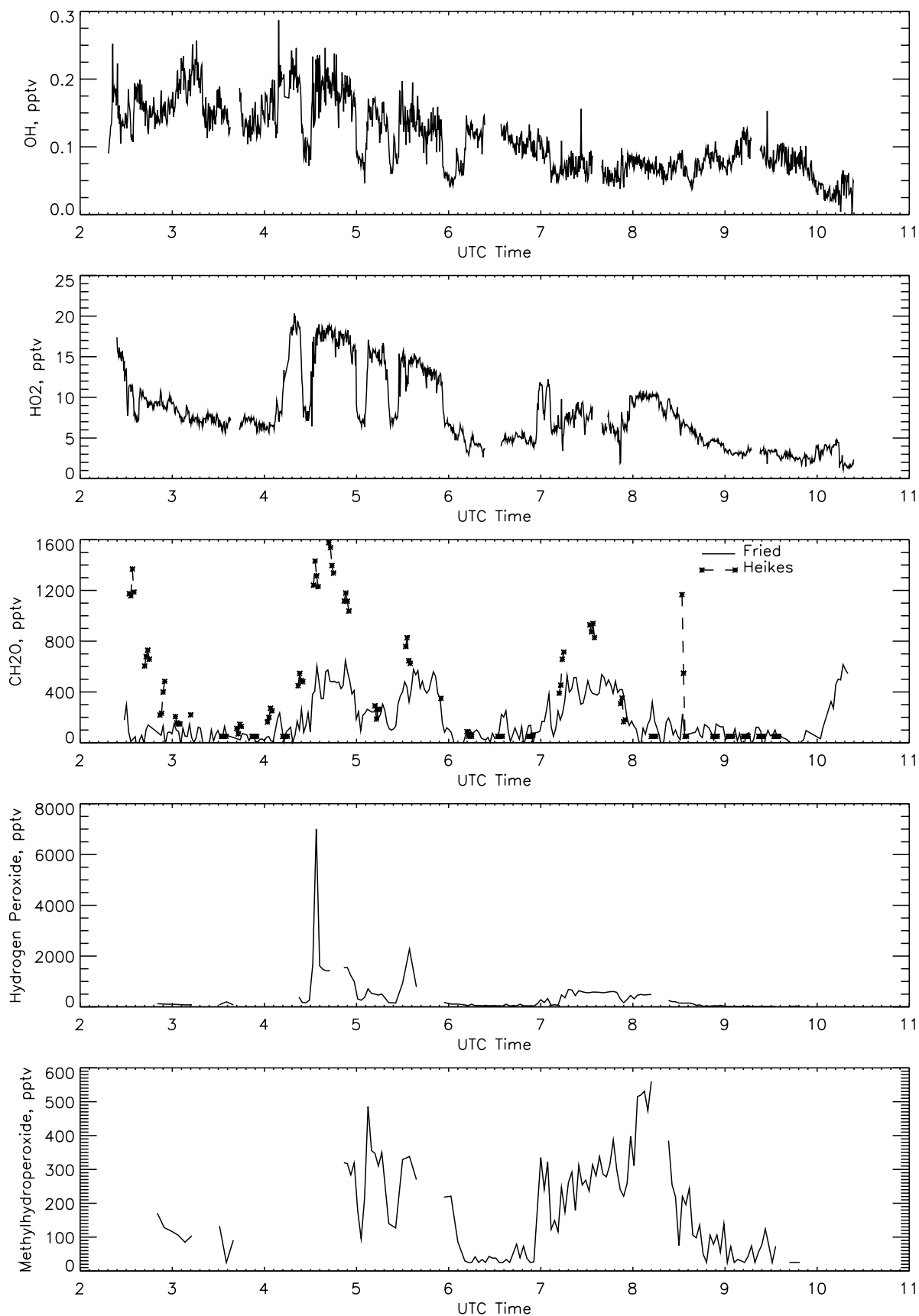
FINAL DATA: TRACE-P DC-8 Flight 10



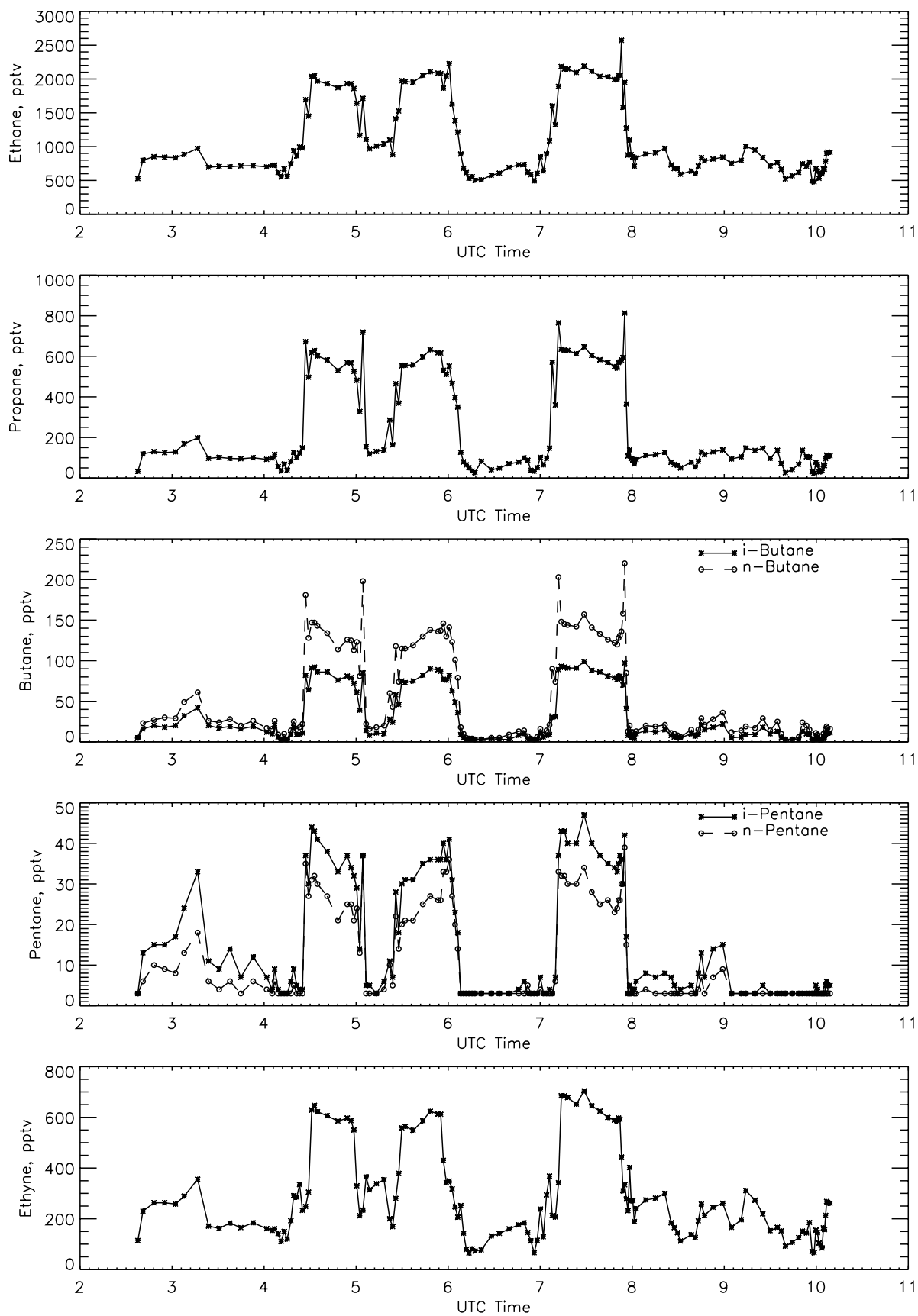
FINAL DATA: TRACE-P DC-8 Flight 10



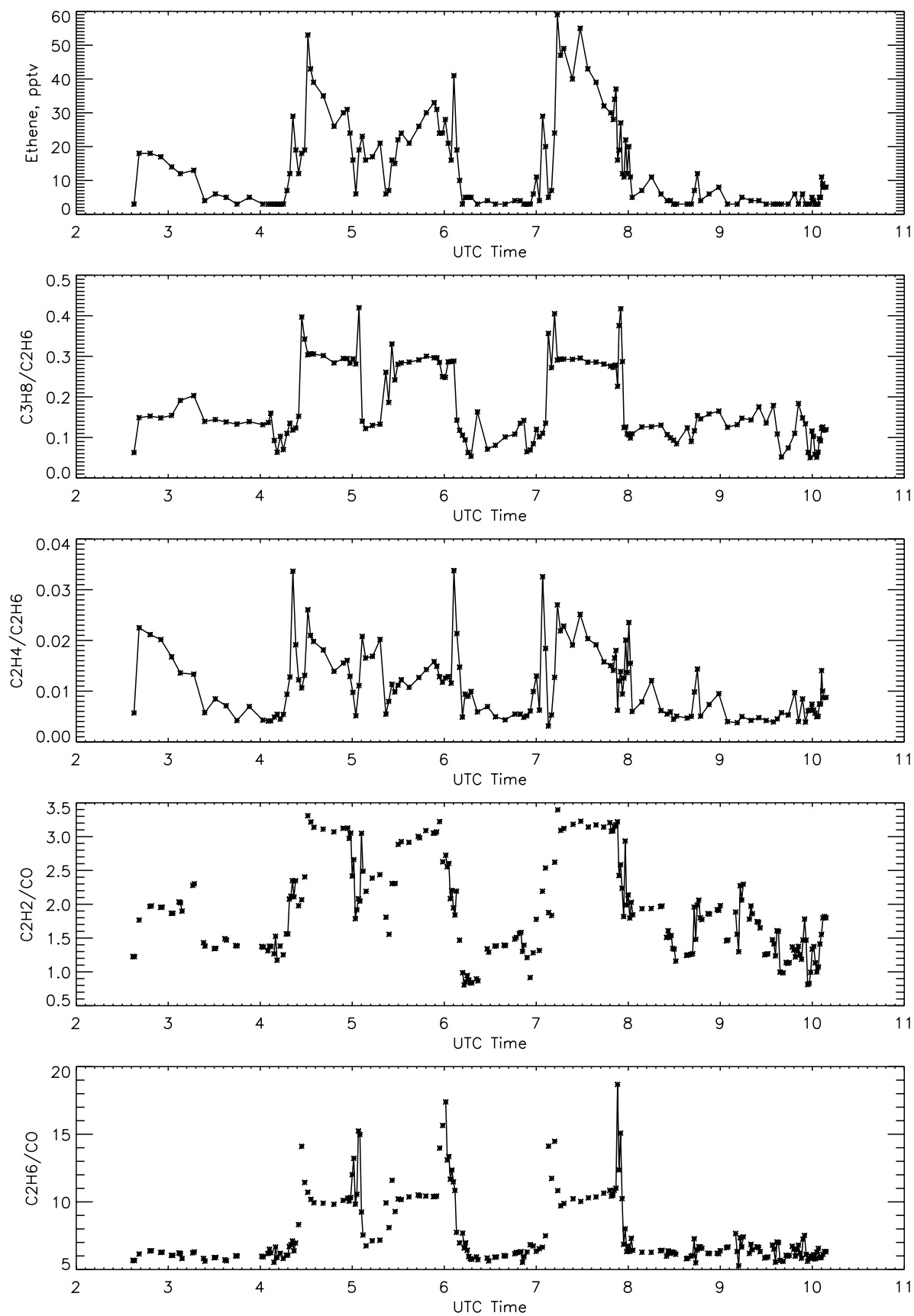
FINAL DATA: TRACE-P DC-8 Flight 10



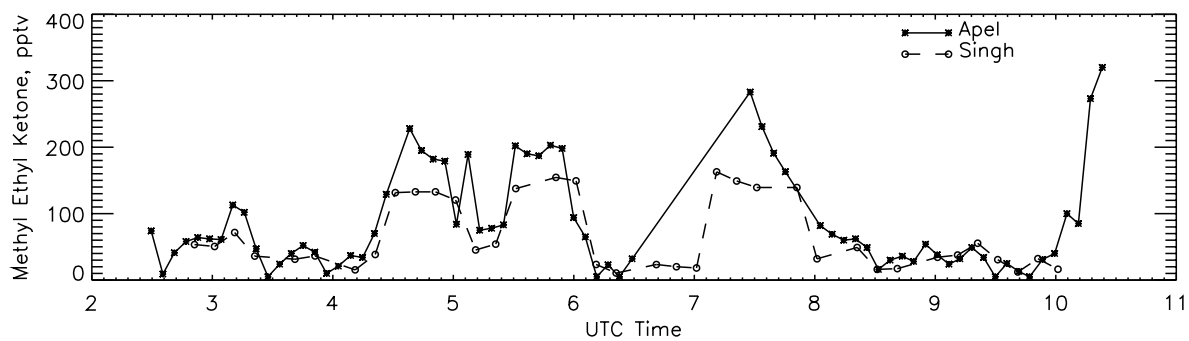
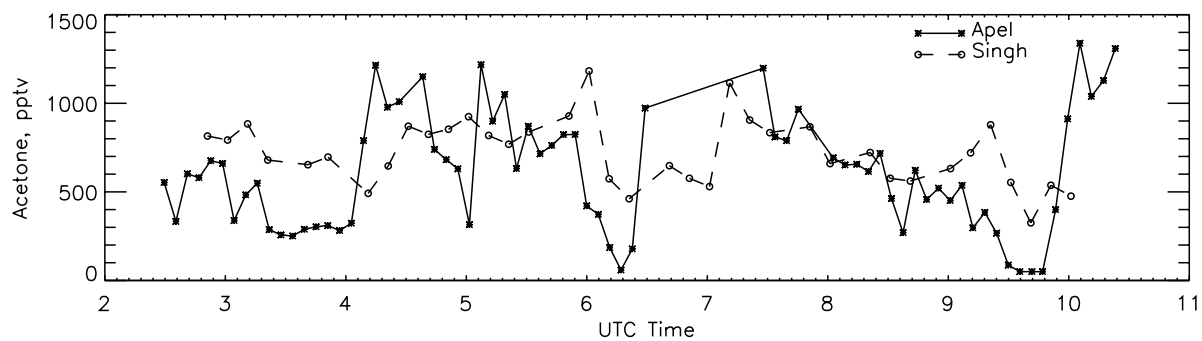
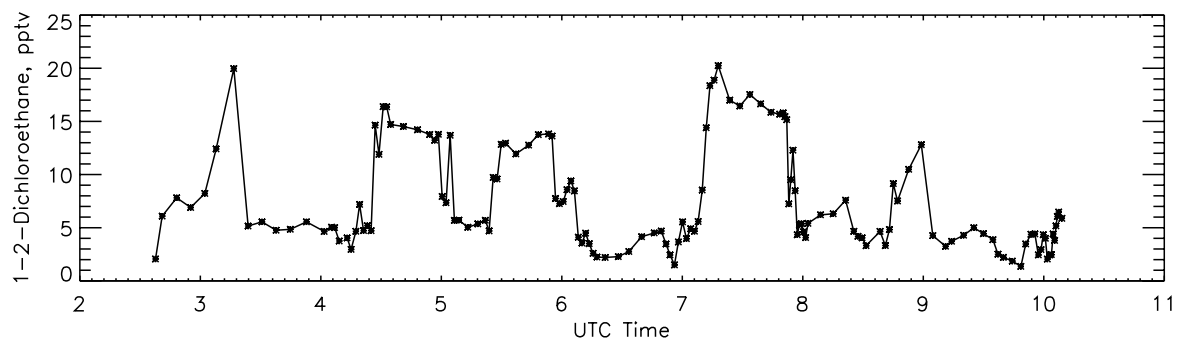
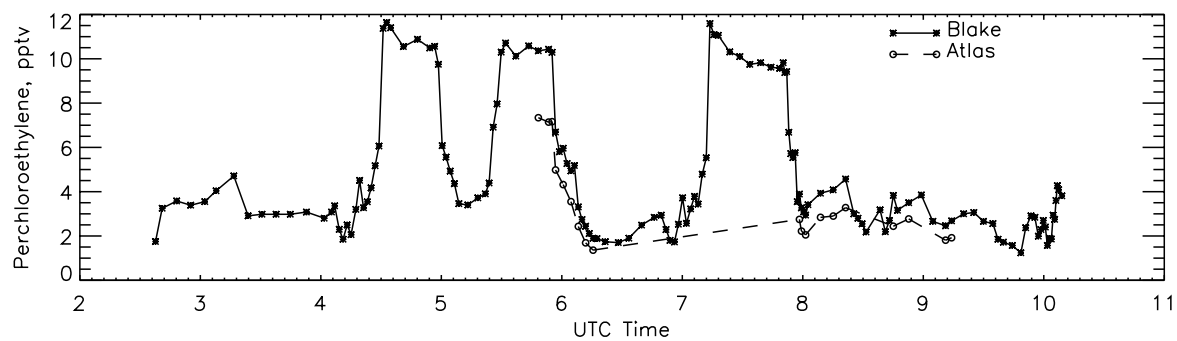
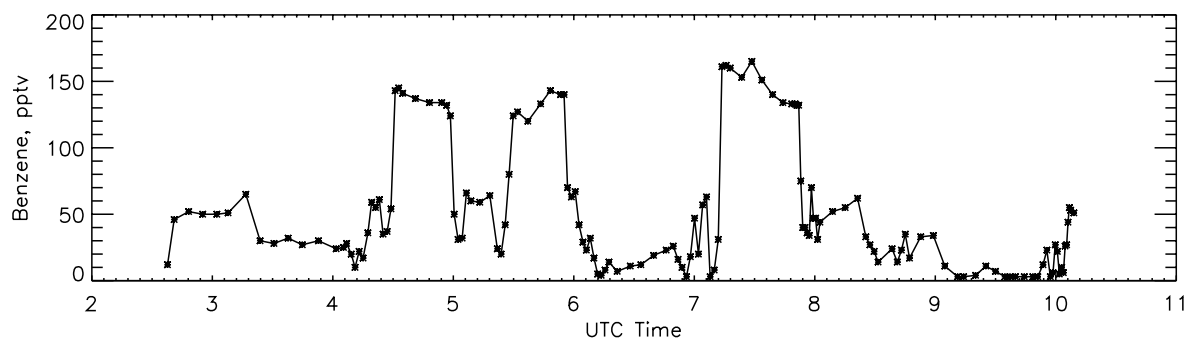
FINAL DATA: TRACE-P DC-8 Flight 10



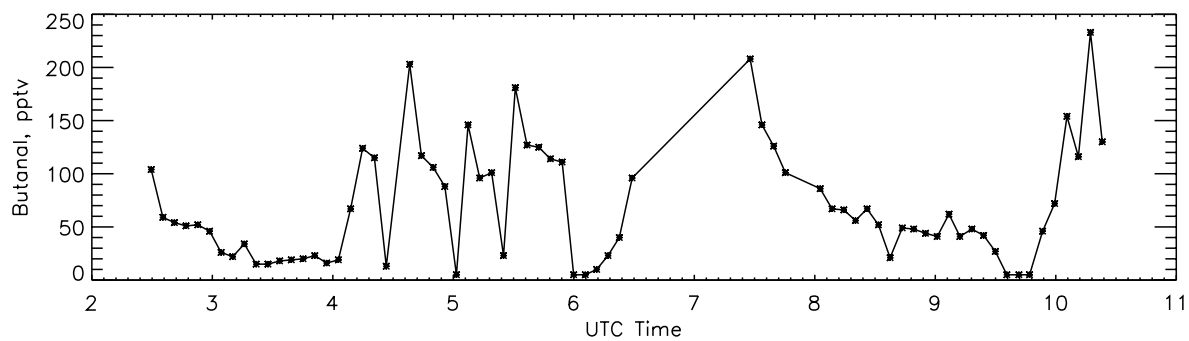
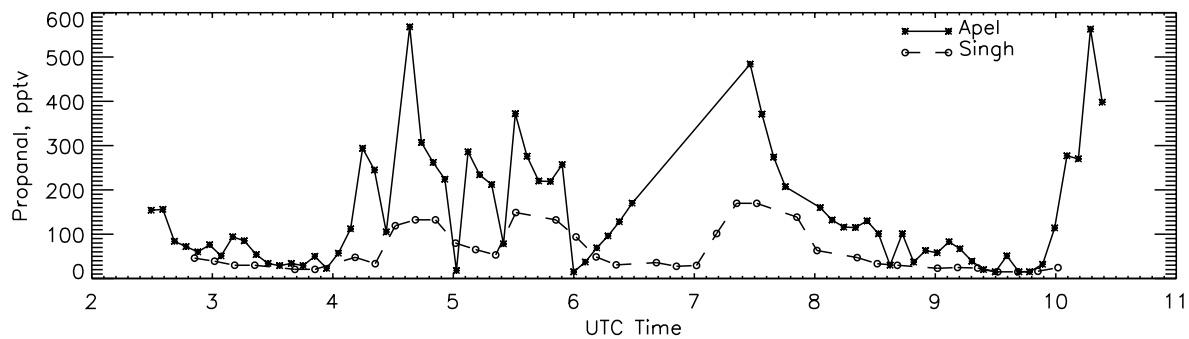
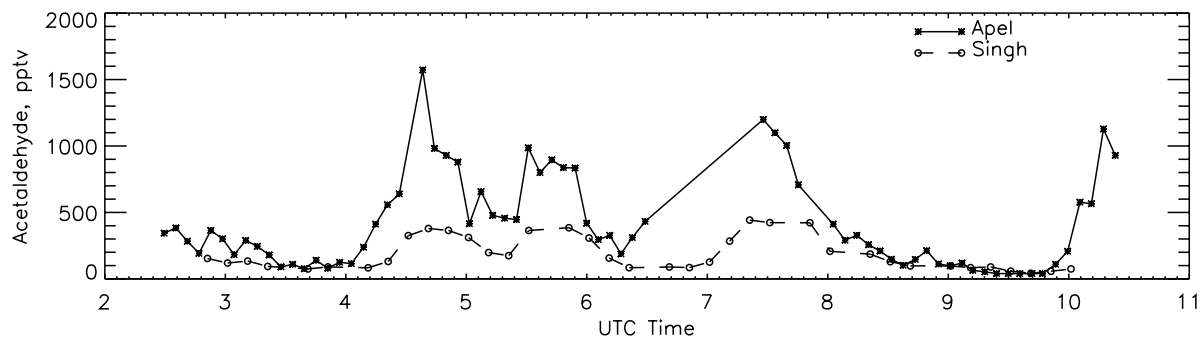
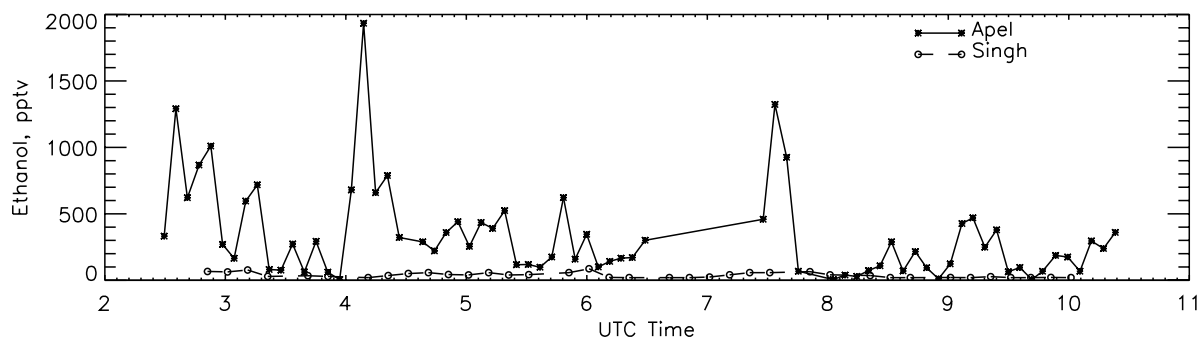
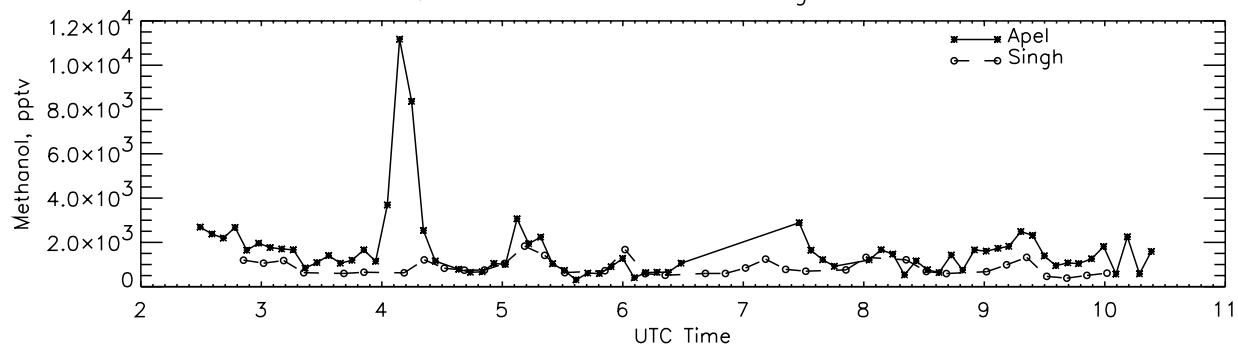
FINAL DATA: TRACE-P DC-8 Flight 10



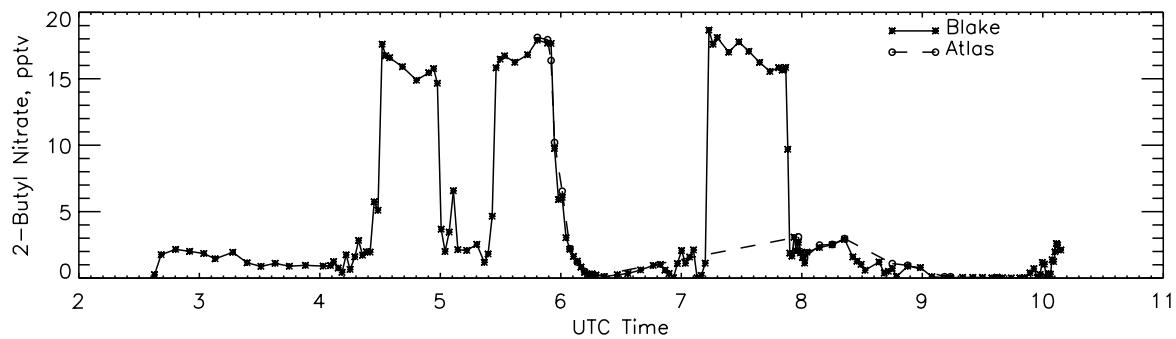
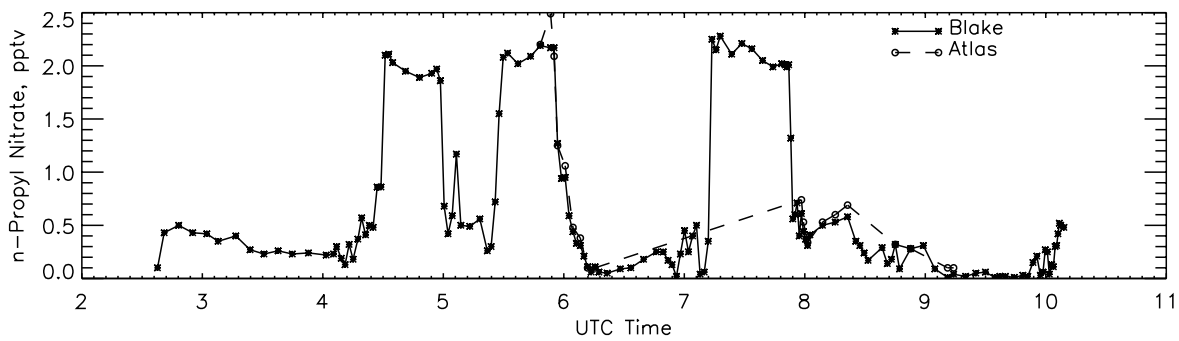
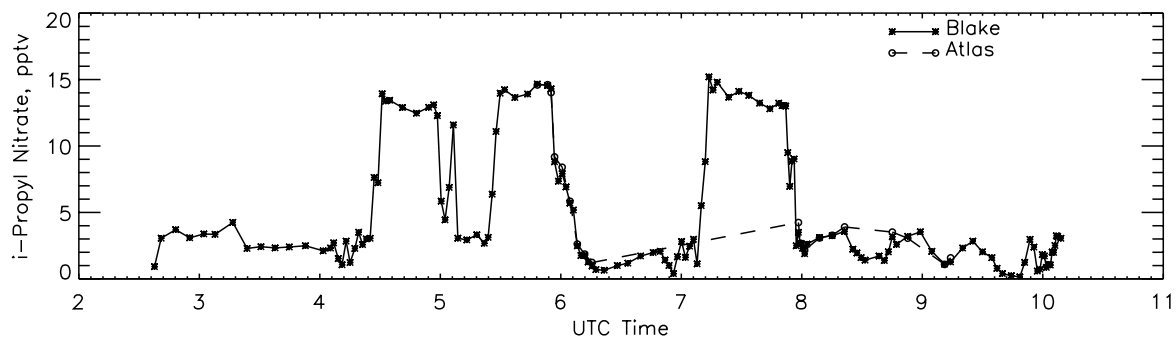
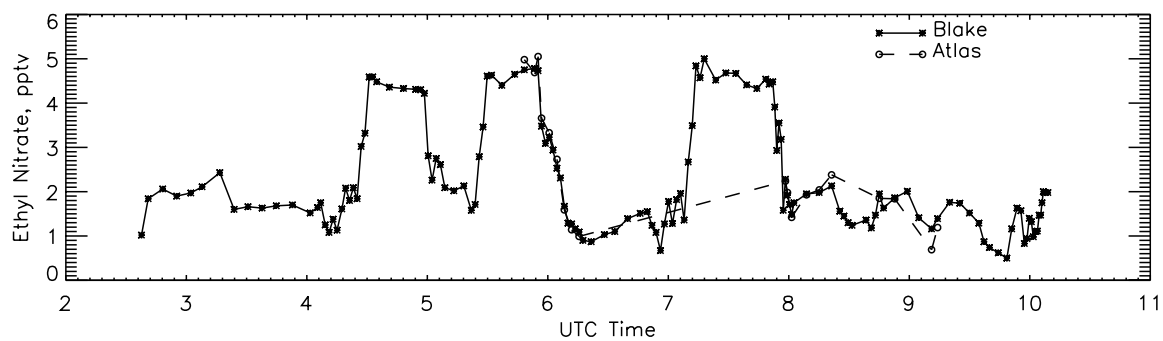
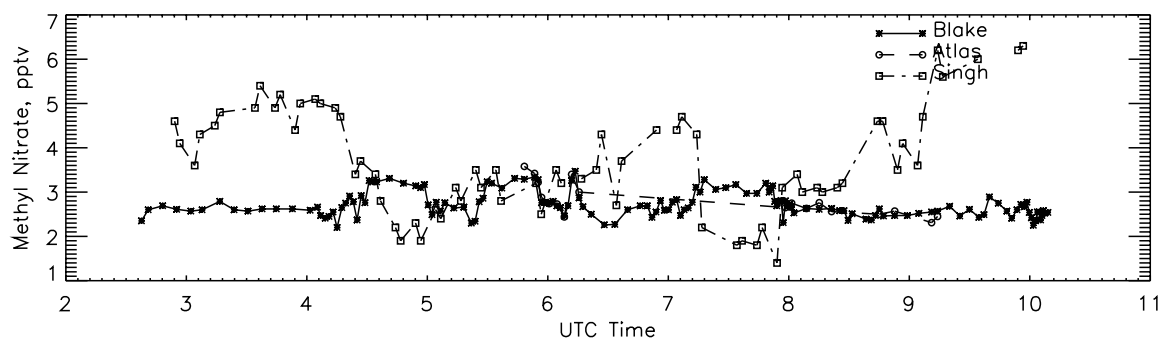
FINAL DATA: TRACE-P DC-8 Flight 10



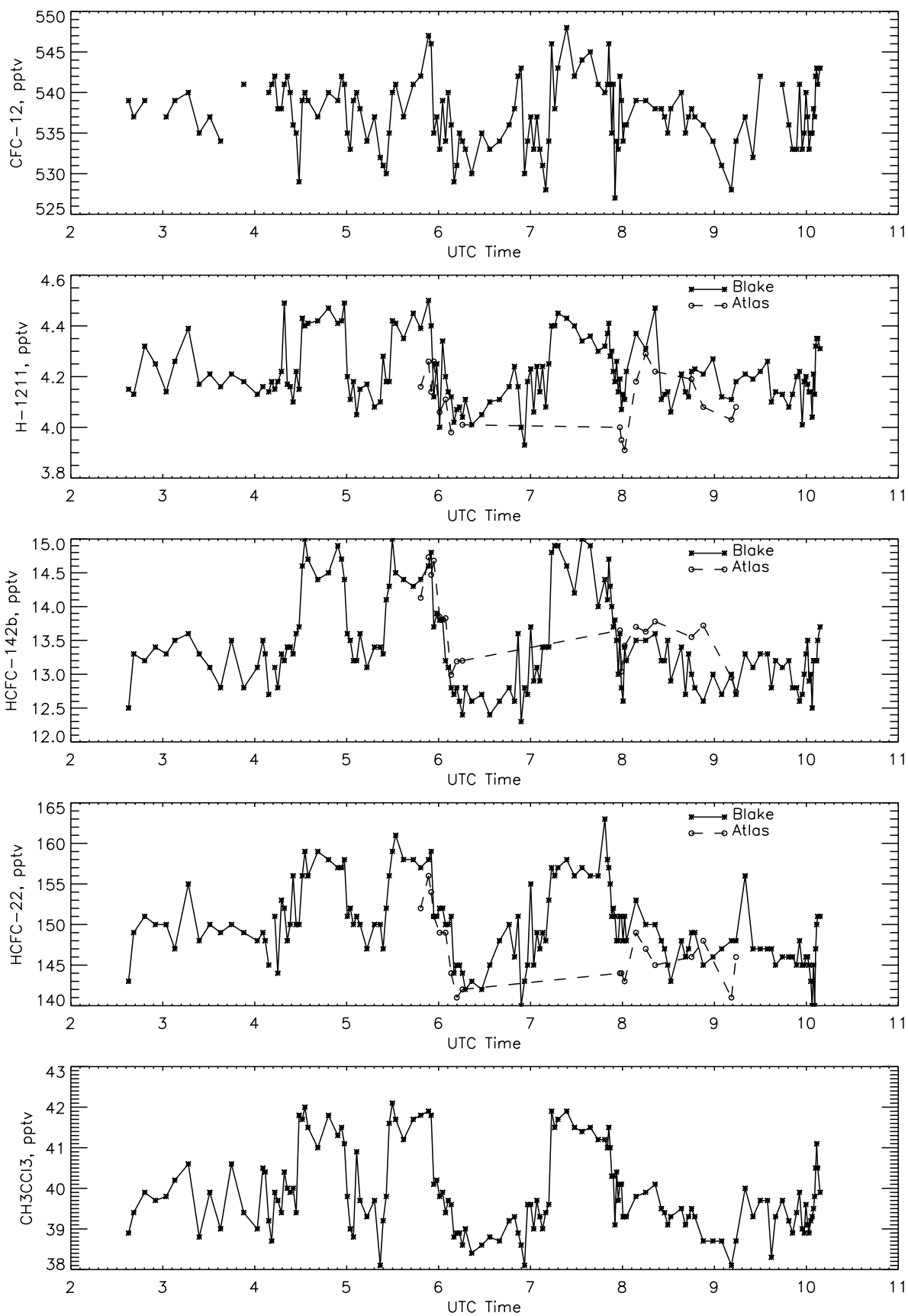
FINAL DATA: TRACE-P DC-8 Flight 10



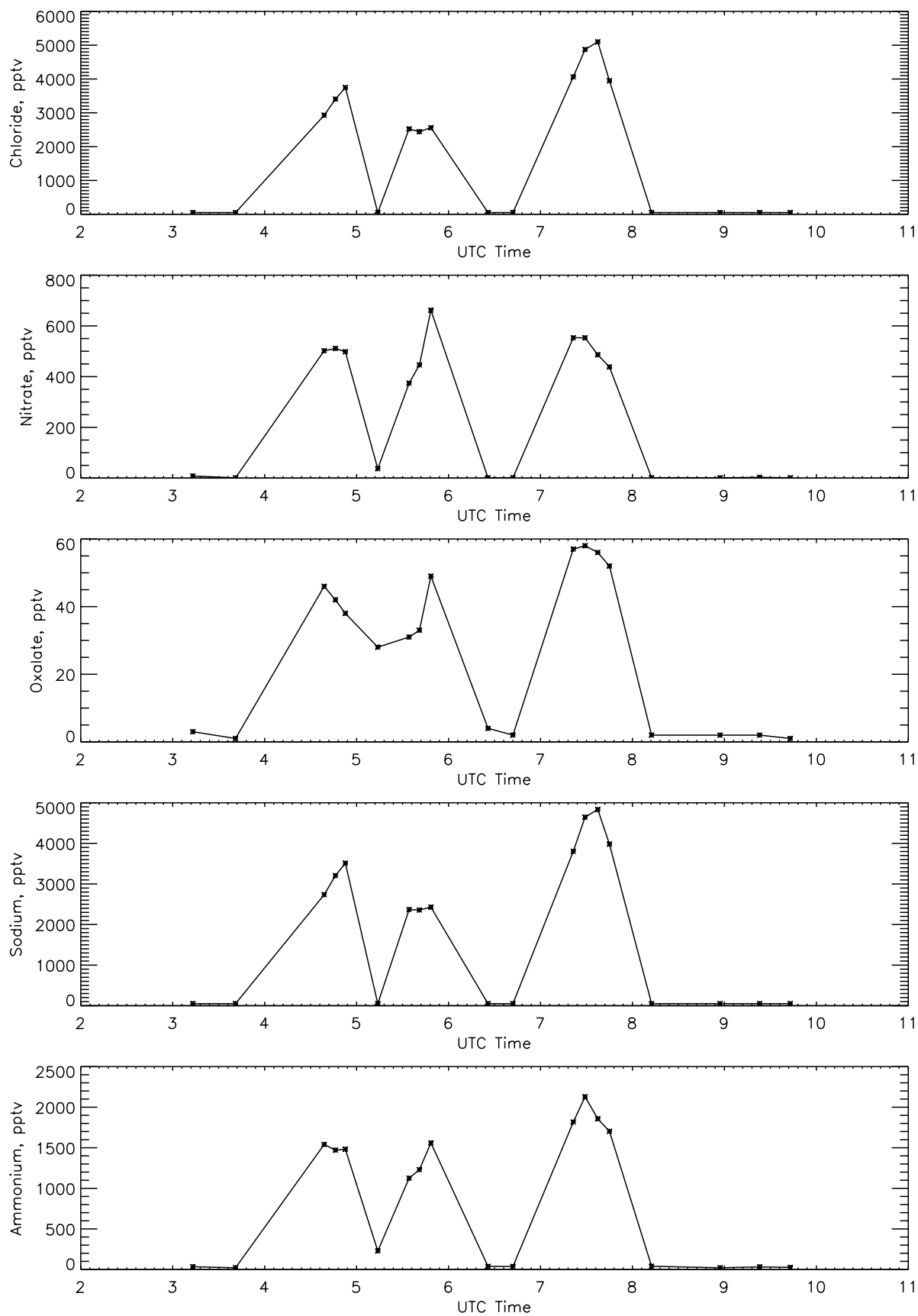
FINAL DATA: TRACE-P DC-8 Flight 10



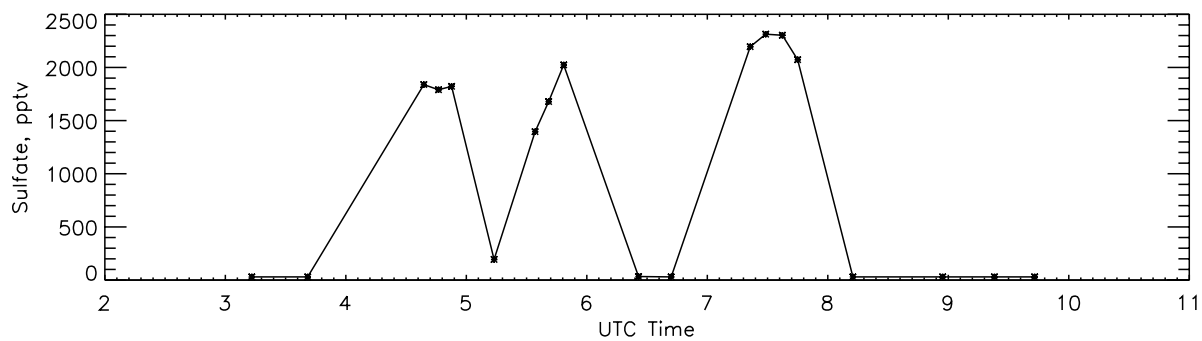
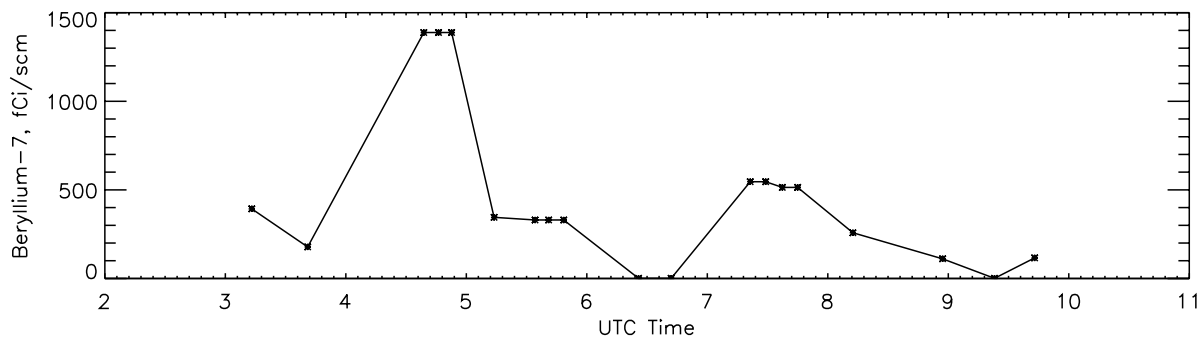
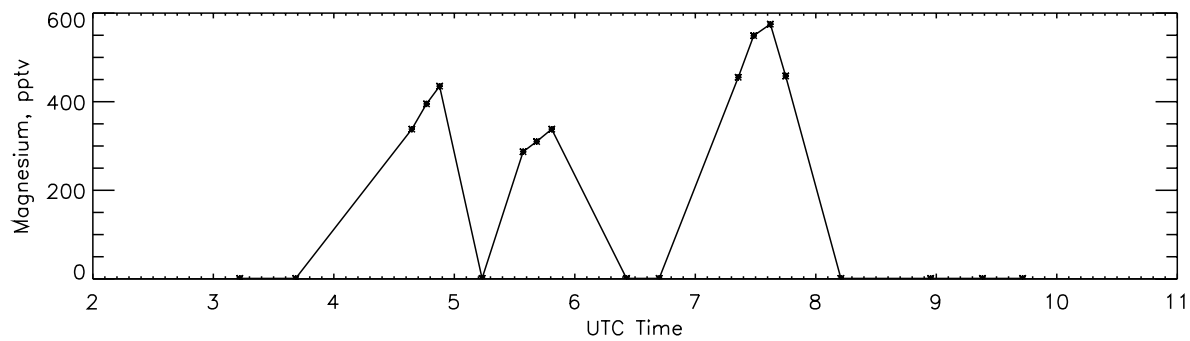
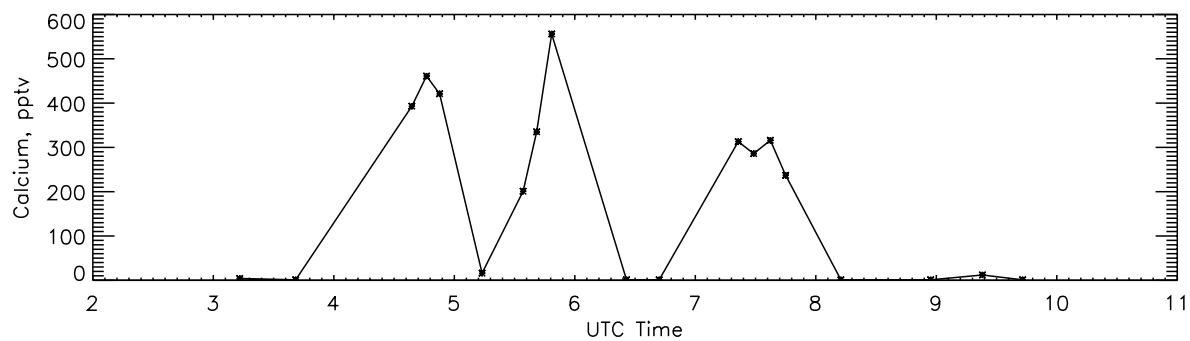
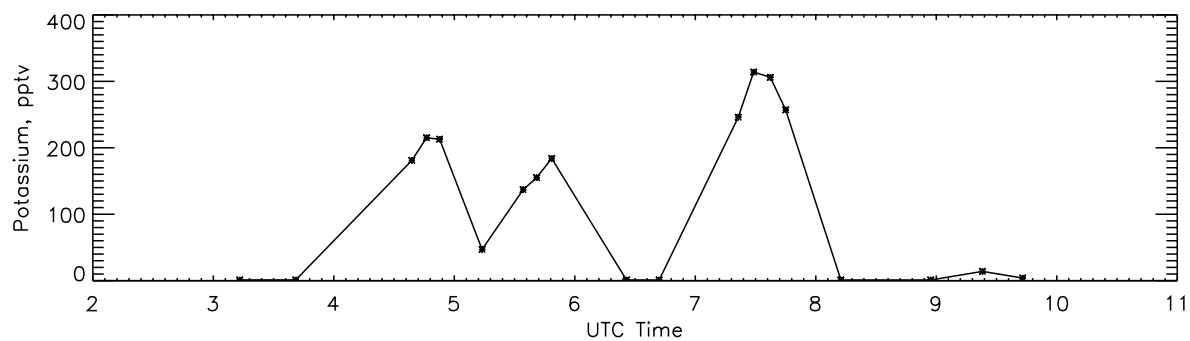
FINAL DATA: TRACE-P DC-8 Flight 10



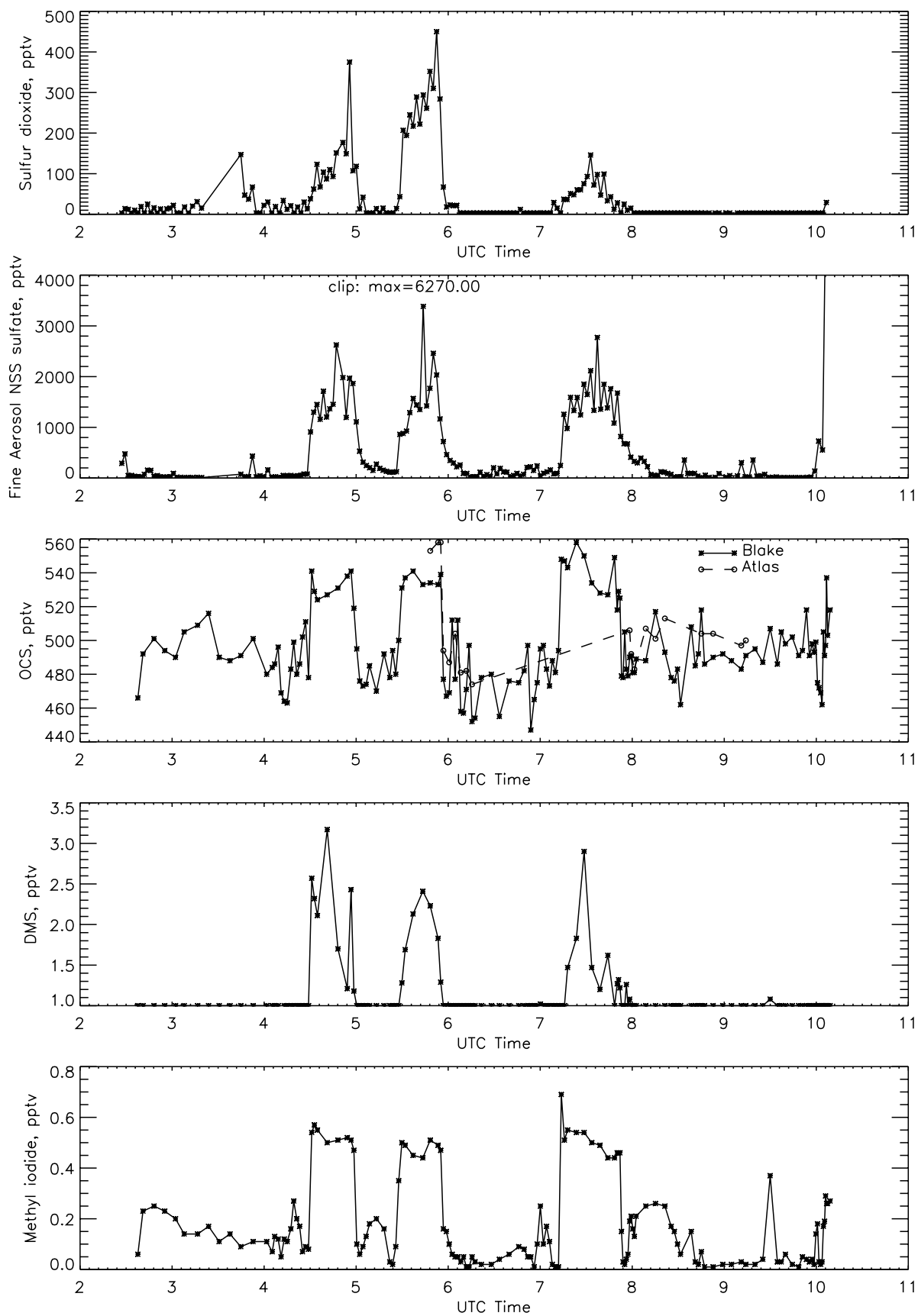
FINAL DATA: TRACE-P DC-8 Flight 10



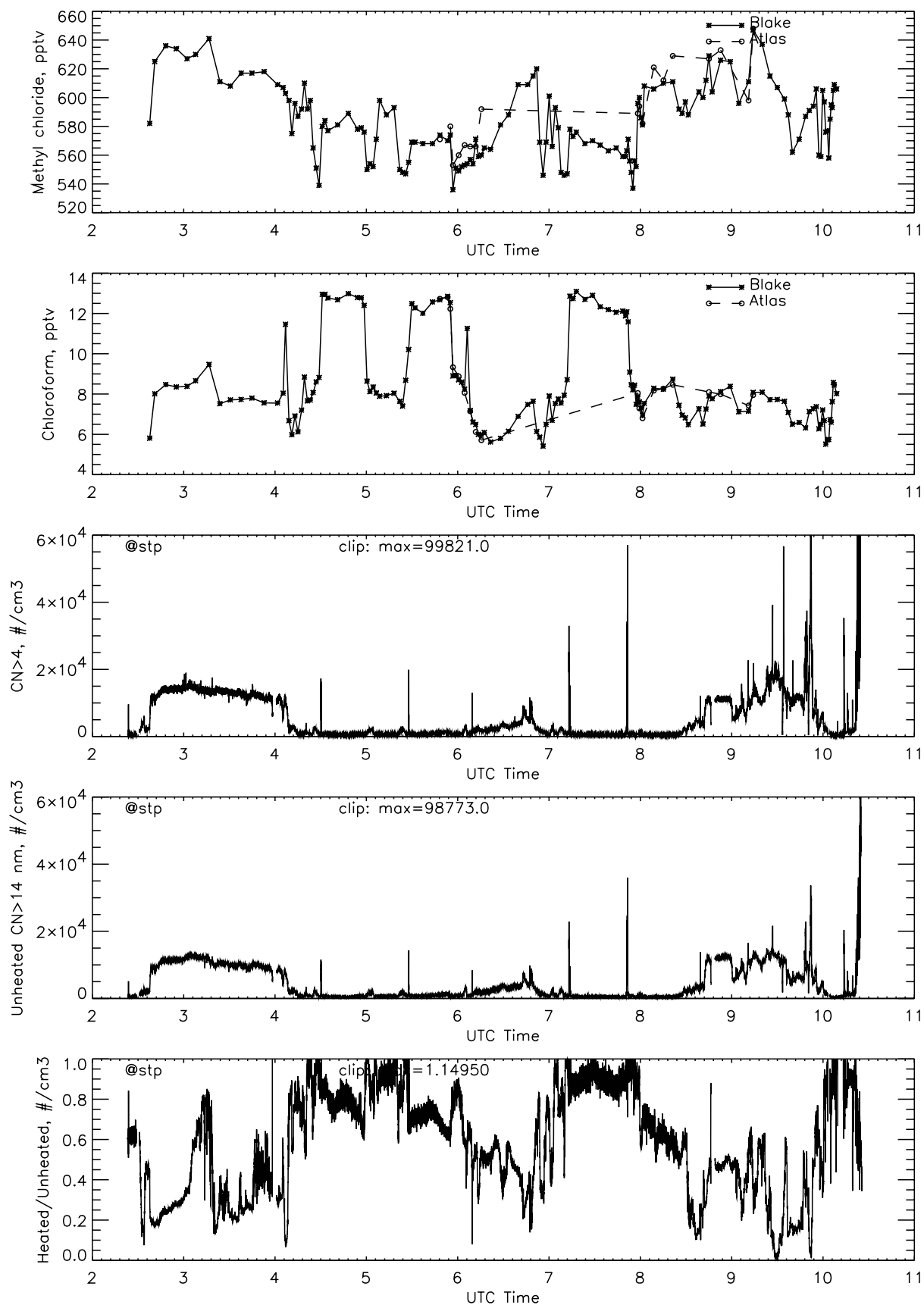
FINAL DATA: TRACE-P DC-8 Flight 10



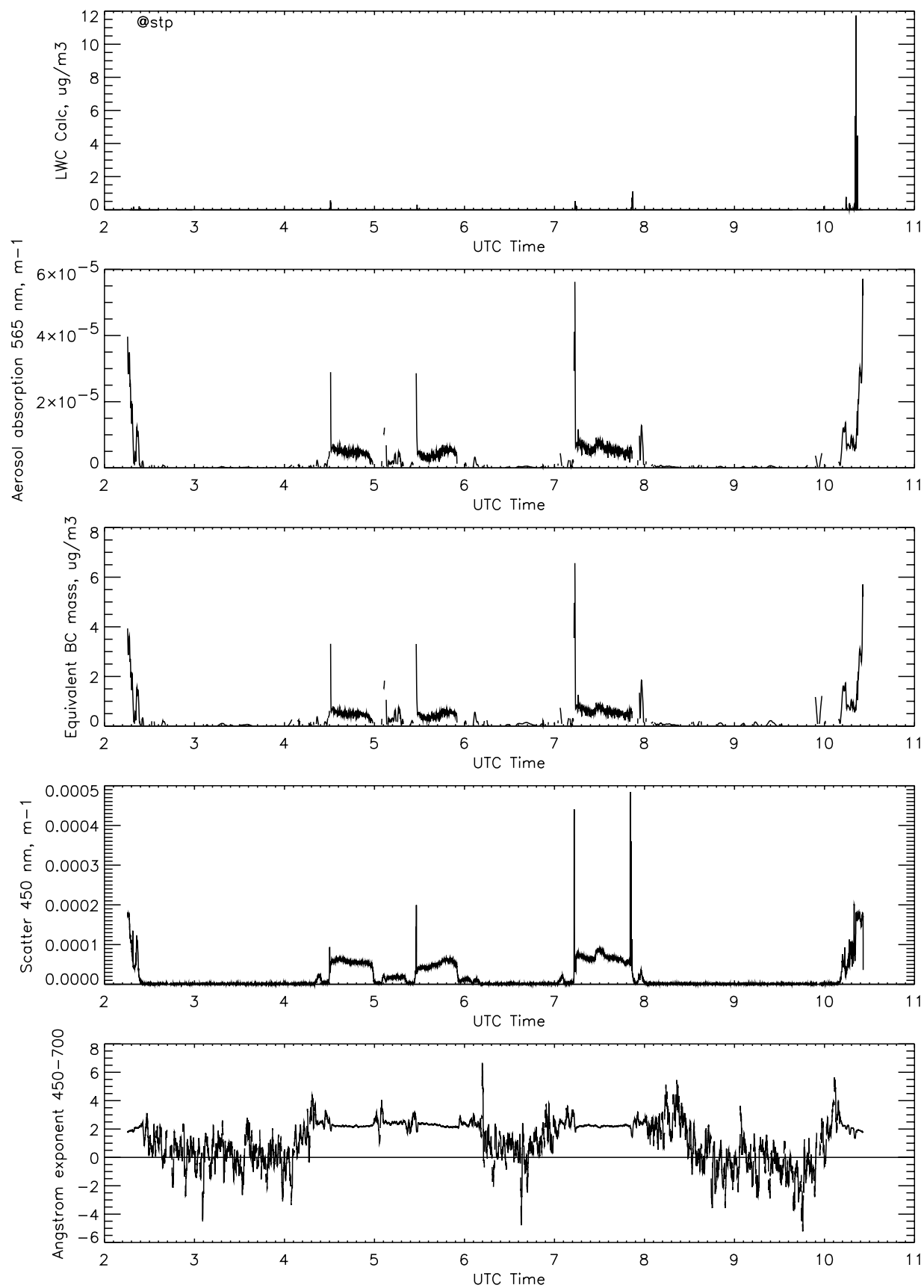
FINAL DATA: TRACE-P DC-8 Flight 10



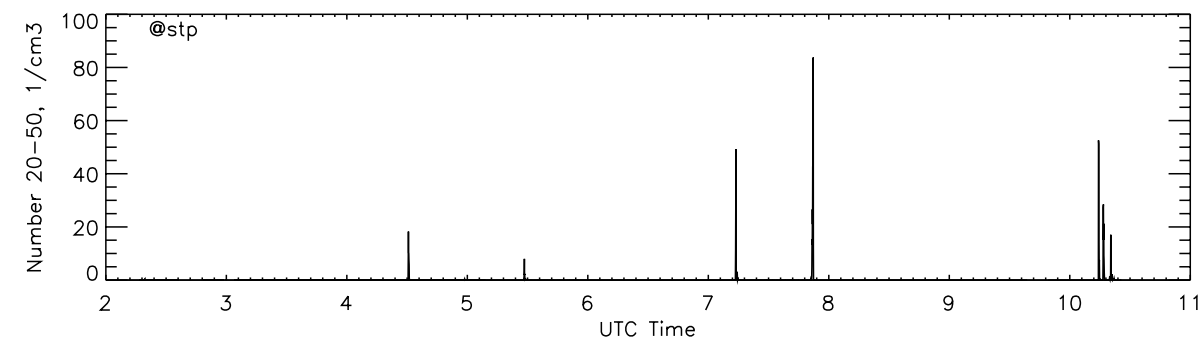
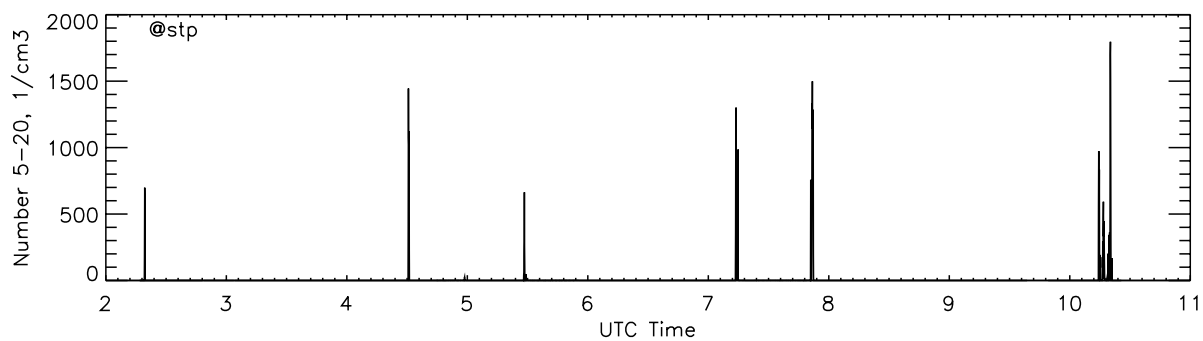
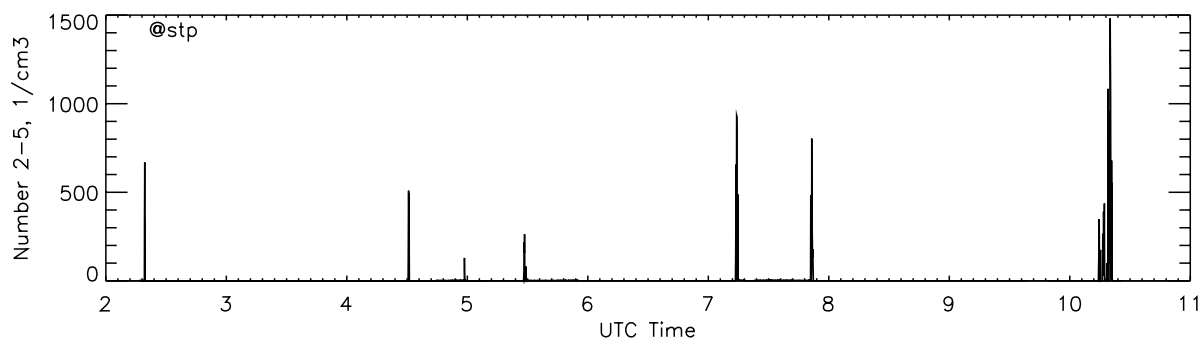
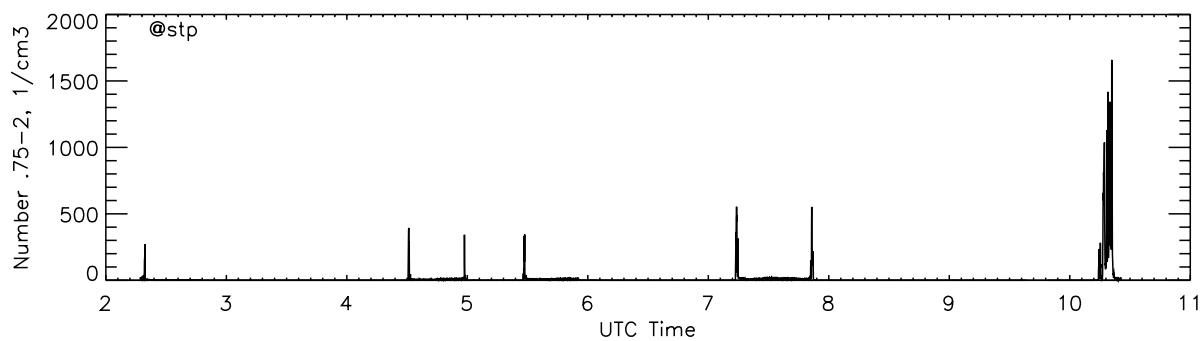
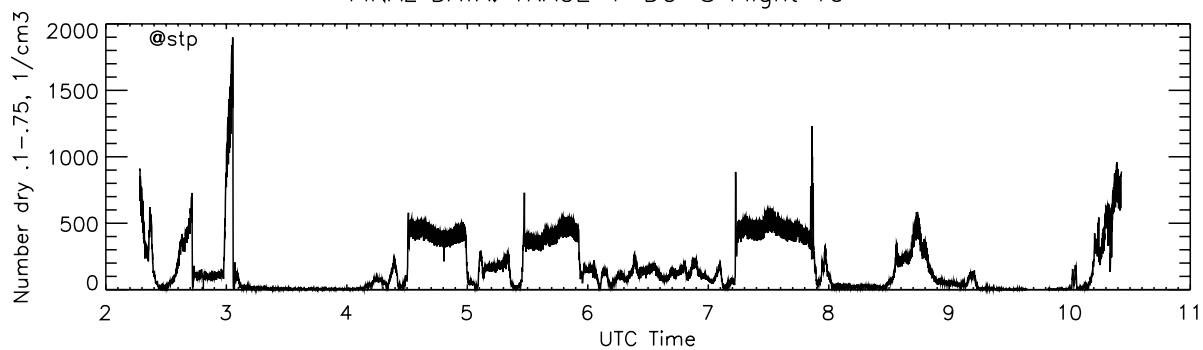
FINAL DATA: TRACE-P DC-8 Flight 10



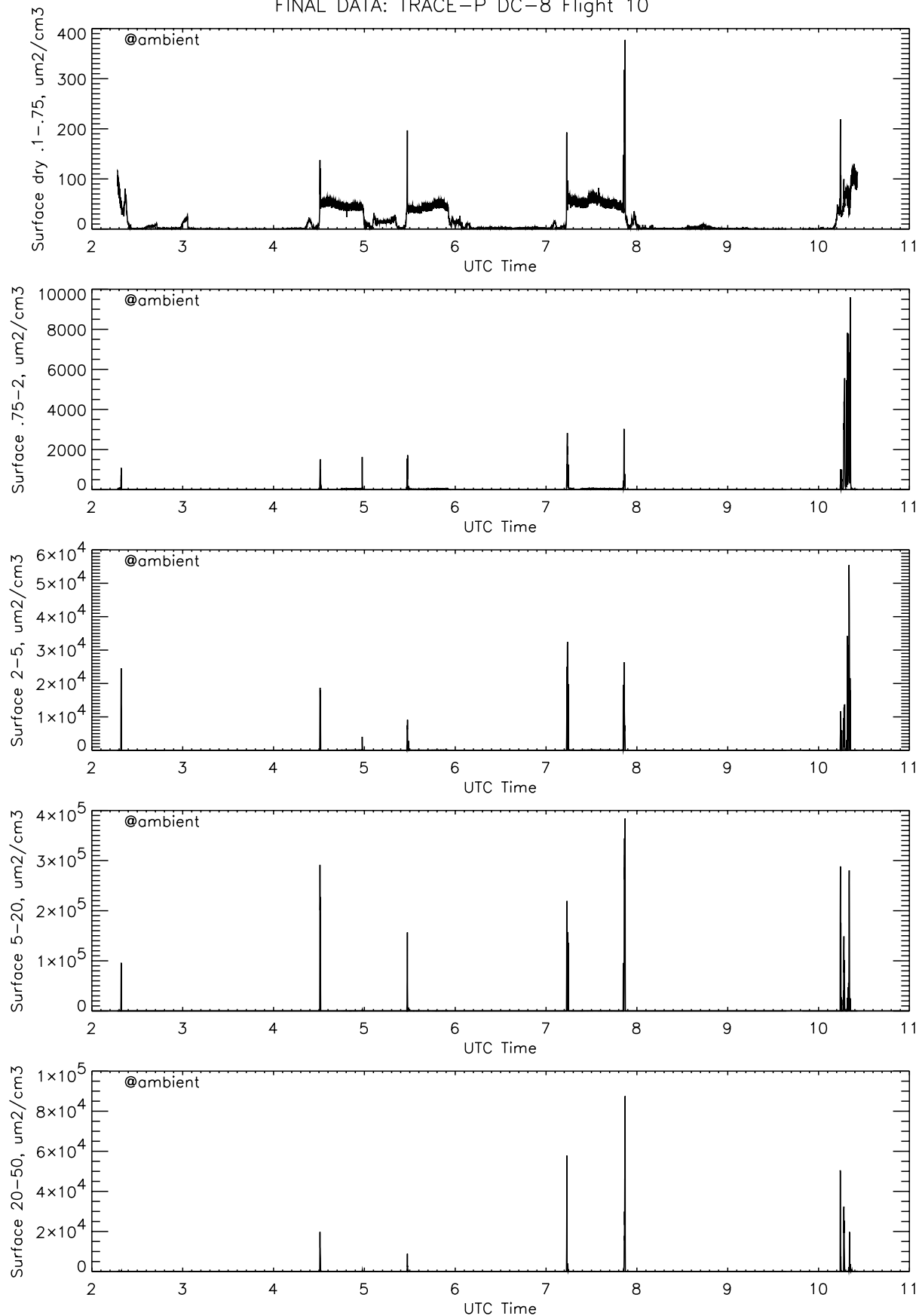
FINAL DATA: TRACE-P DC-8 Flight 10



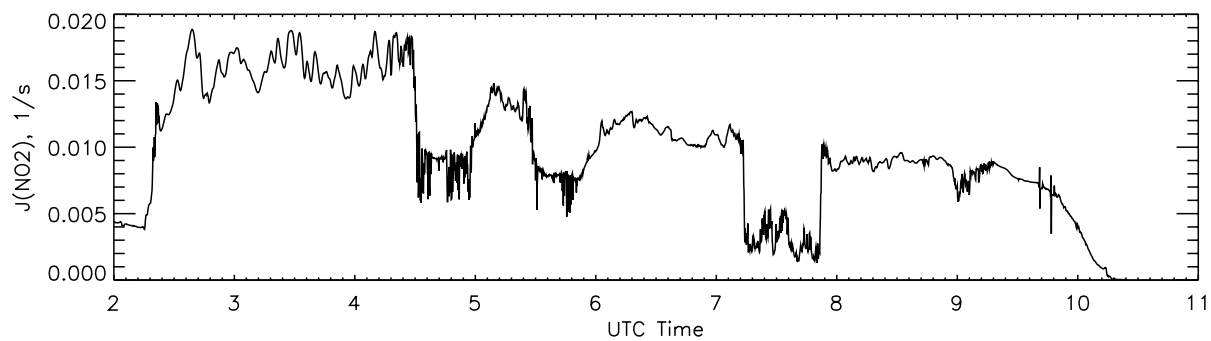
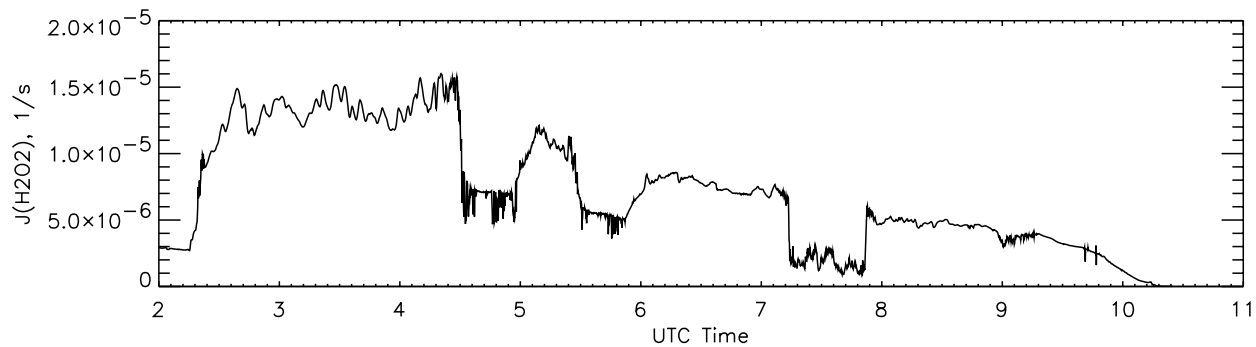
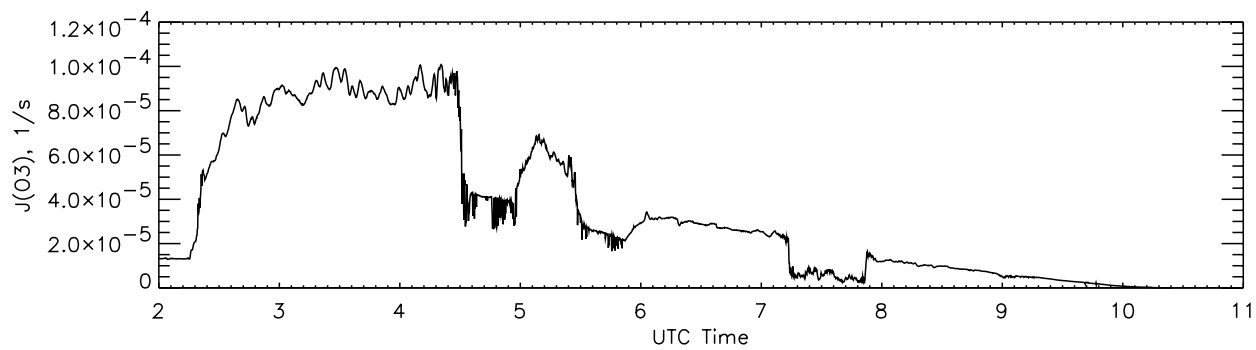
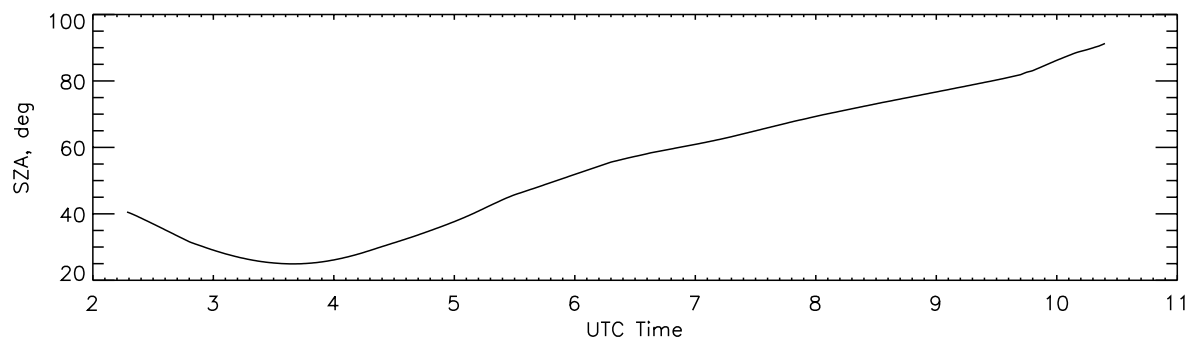
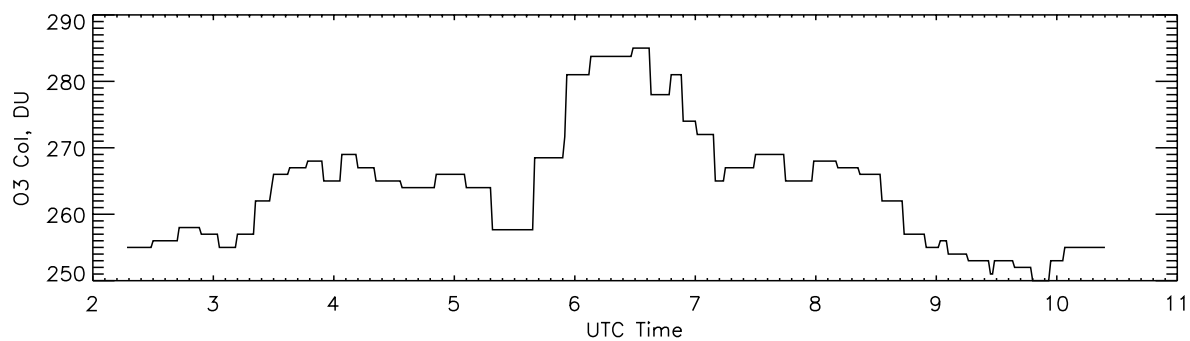
FINAL DATA: TRACE-P DC-8 Flight 10



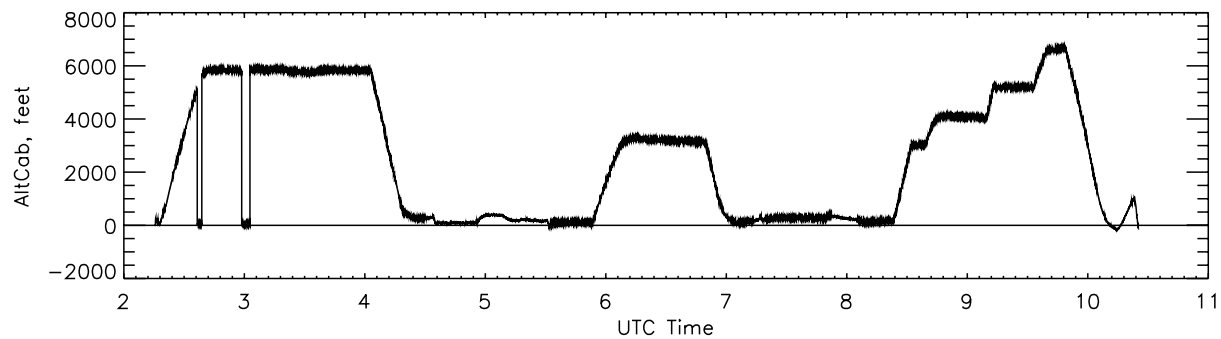
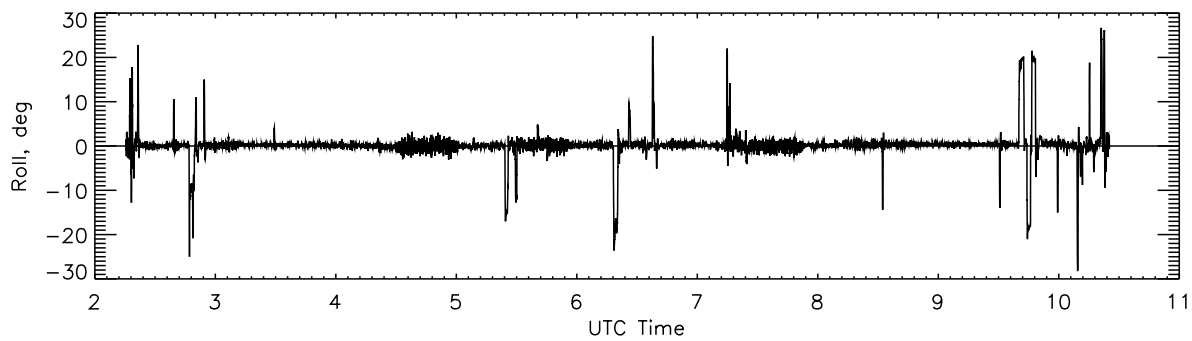
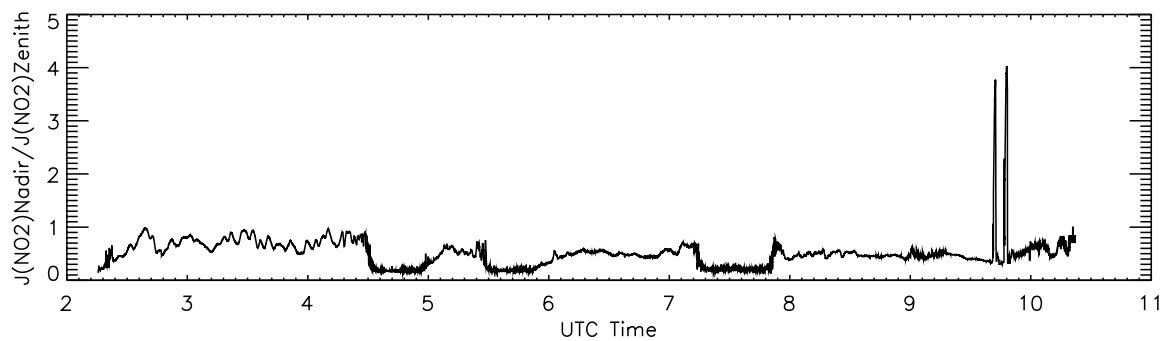
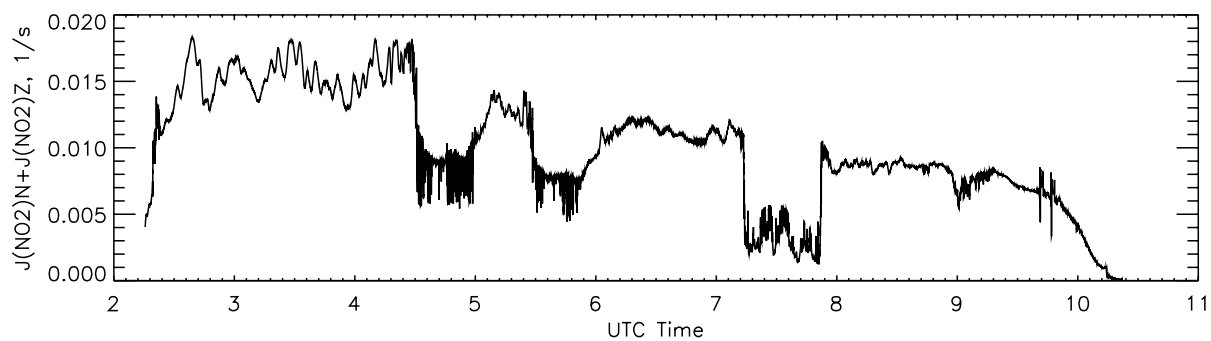
FINAL DATA: TRACE-P DC-8 Flight 10



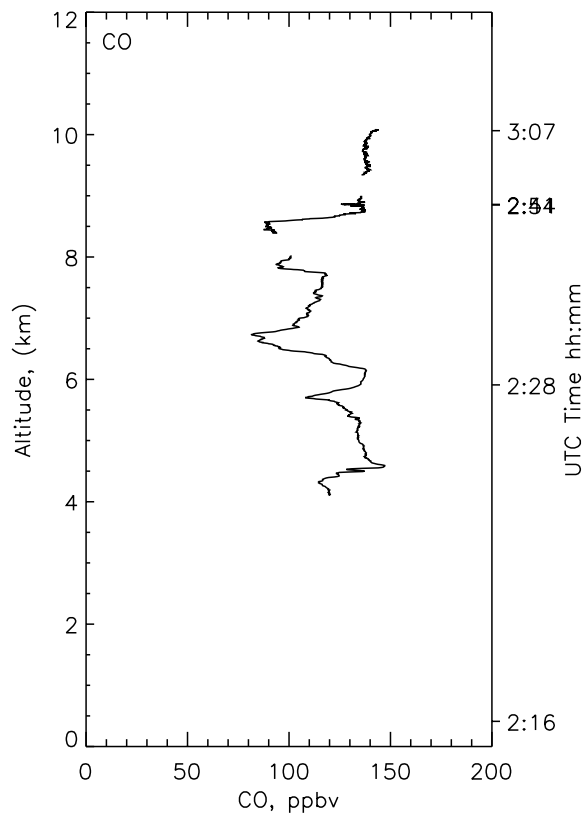
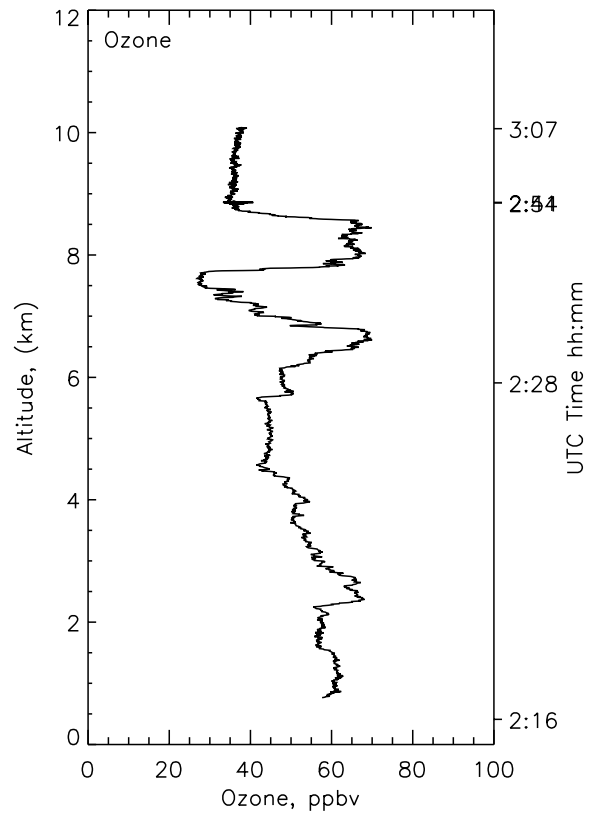
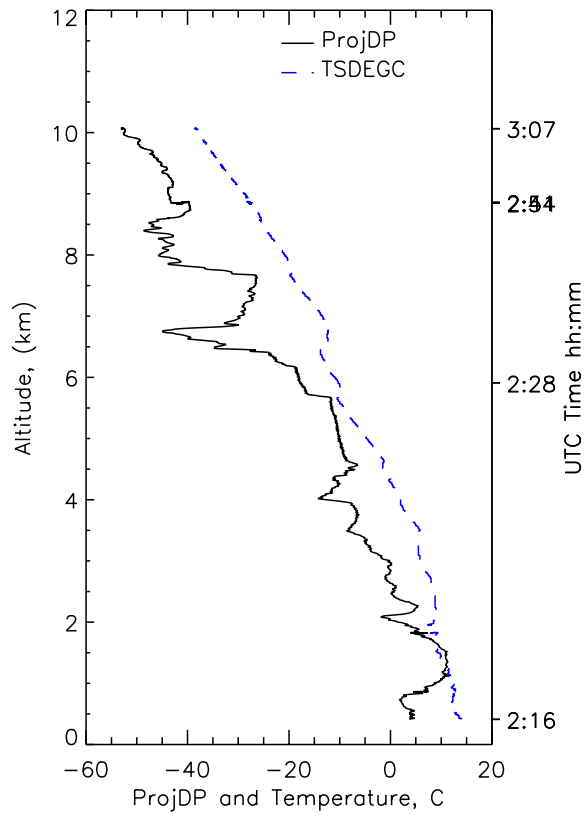
FINAL DATA: TRACE-P DC-8 Flight 10



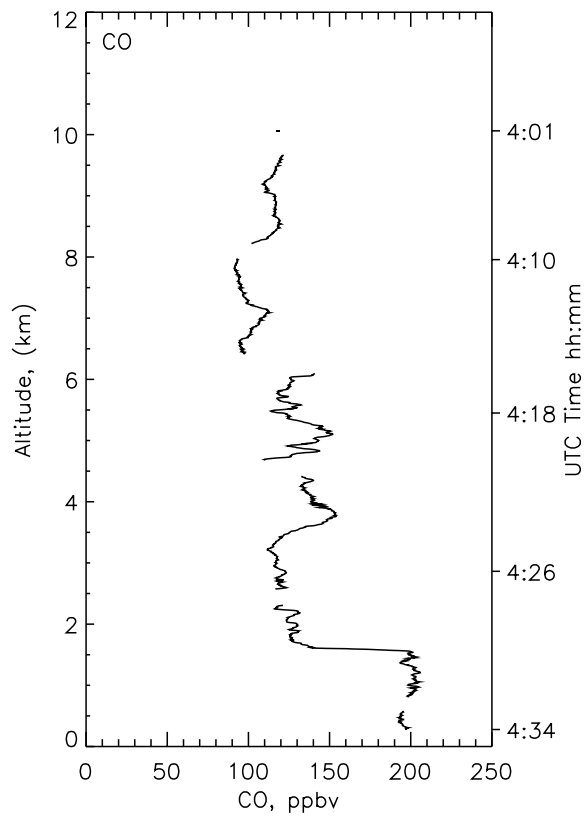
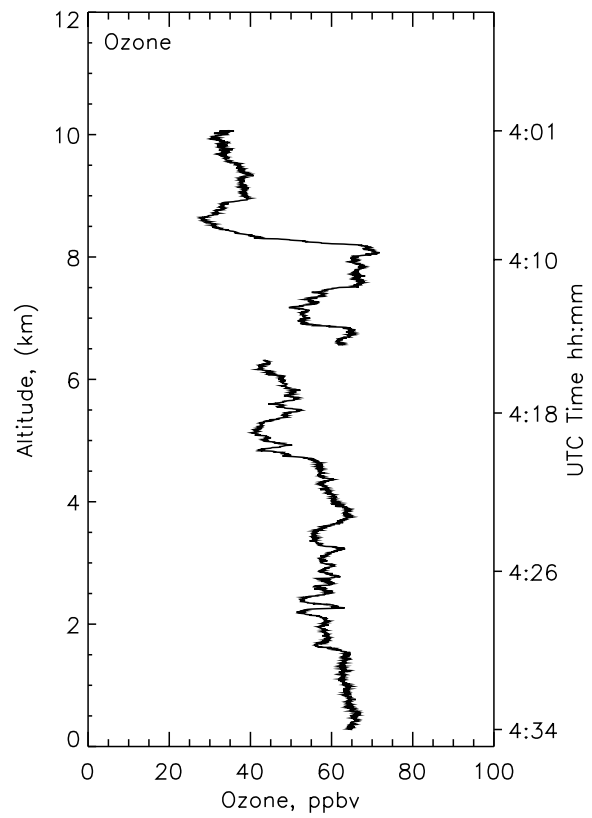
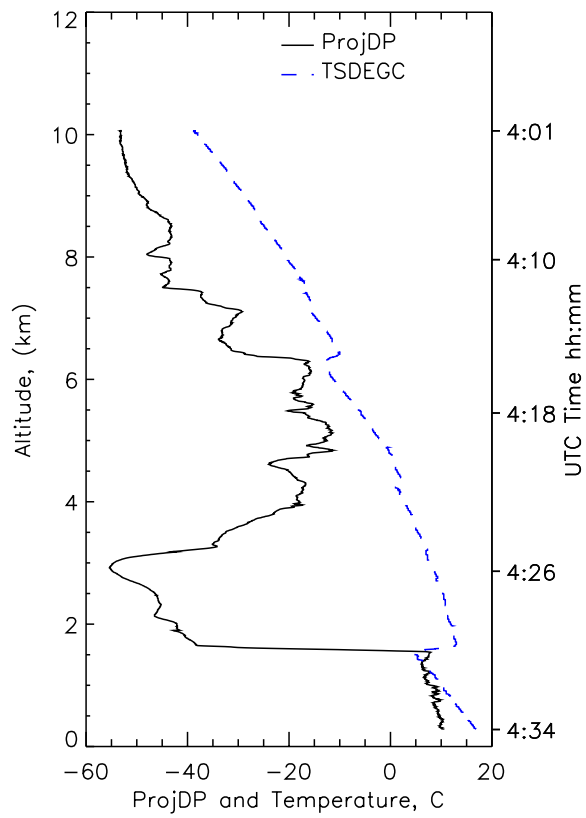
FINAL DATA: TRACE-P DC-8 Flight 10



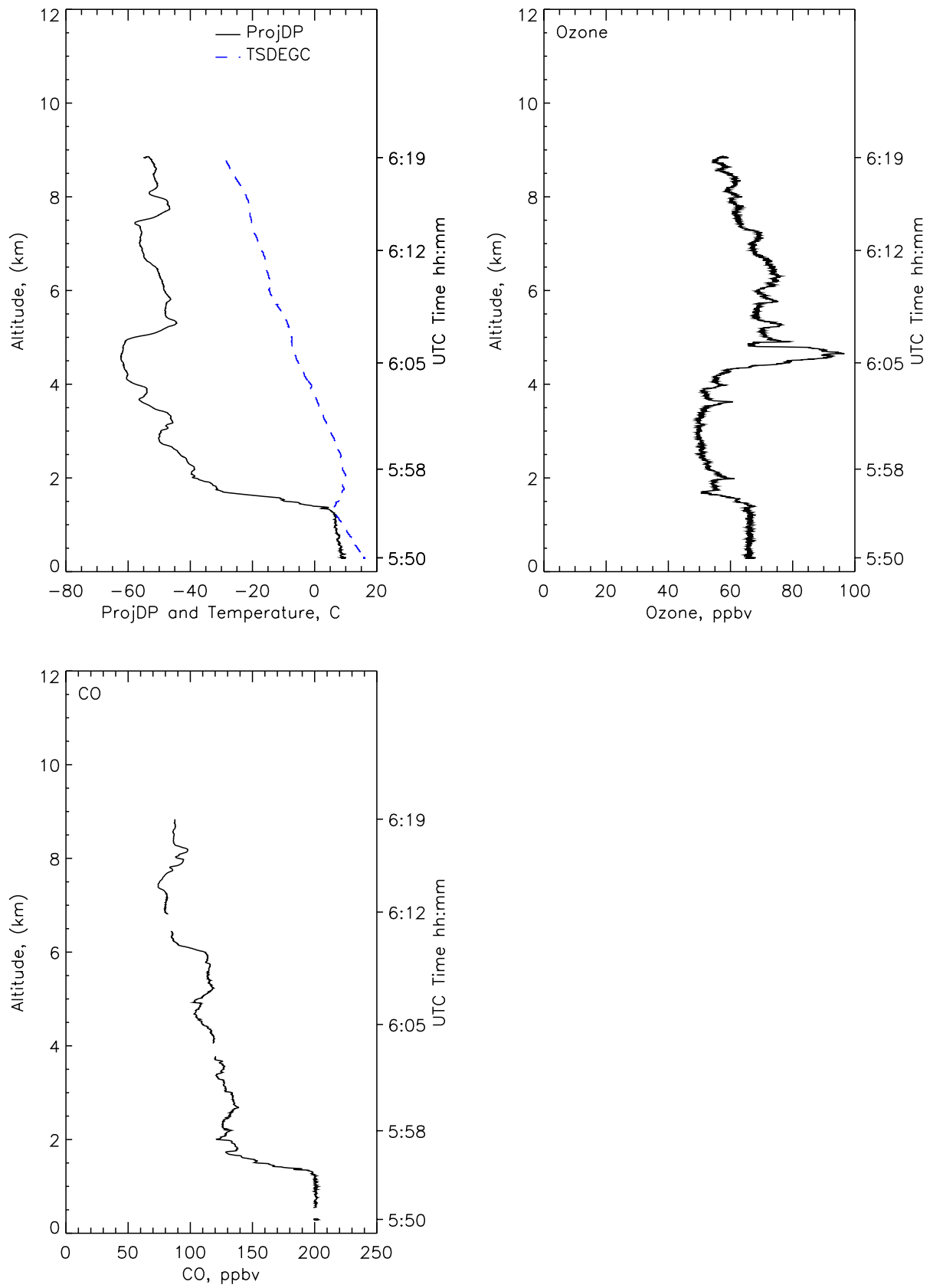
Profile #1 TRACE-P DC-8 Flight 10



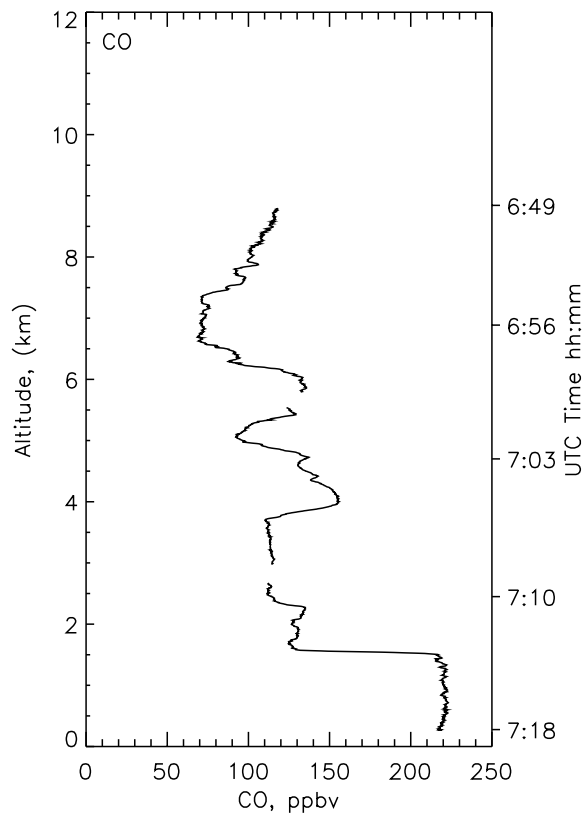
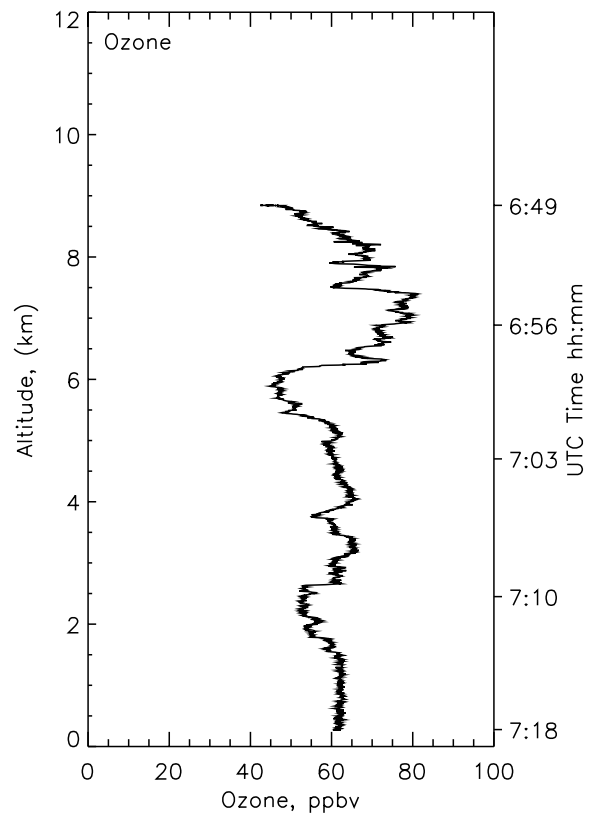
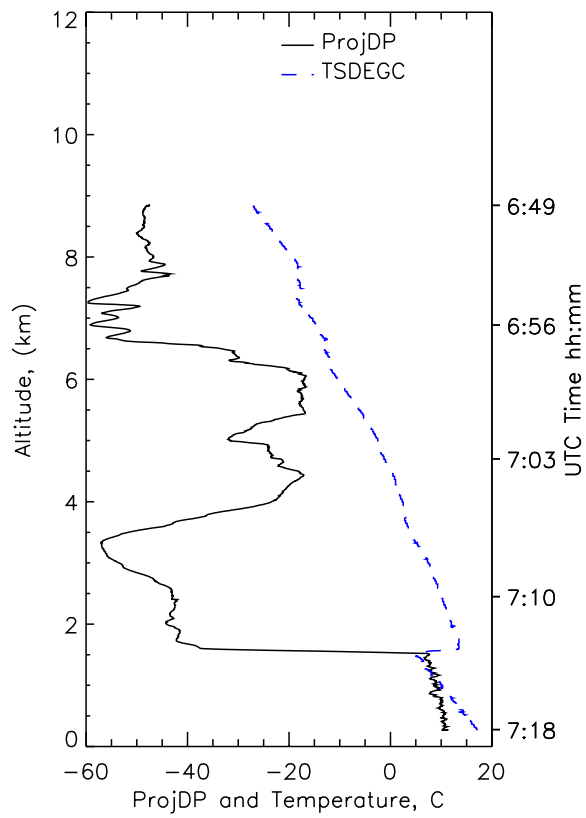
Profile #2 TRACE-P DC-8 Flight 10



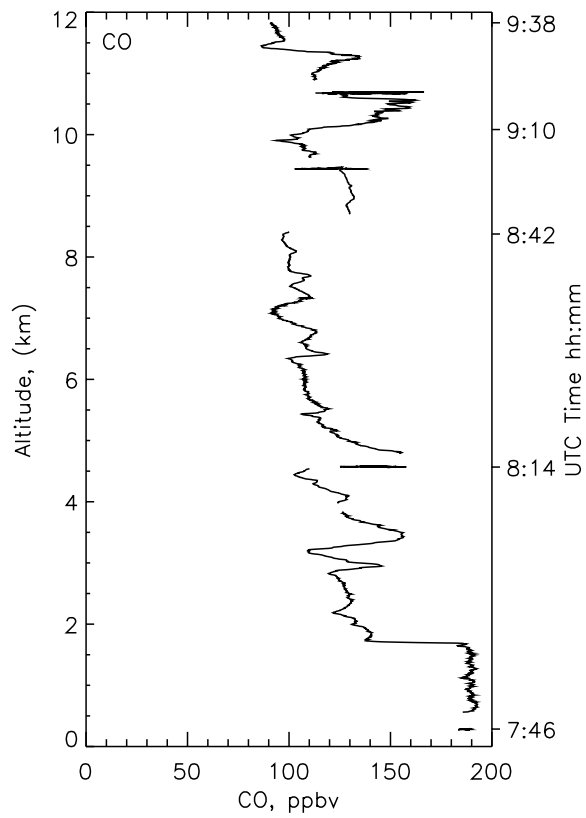
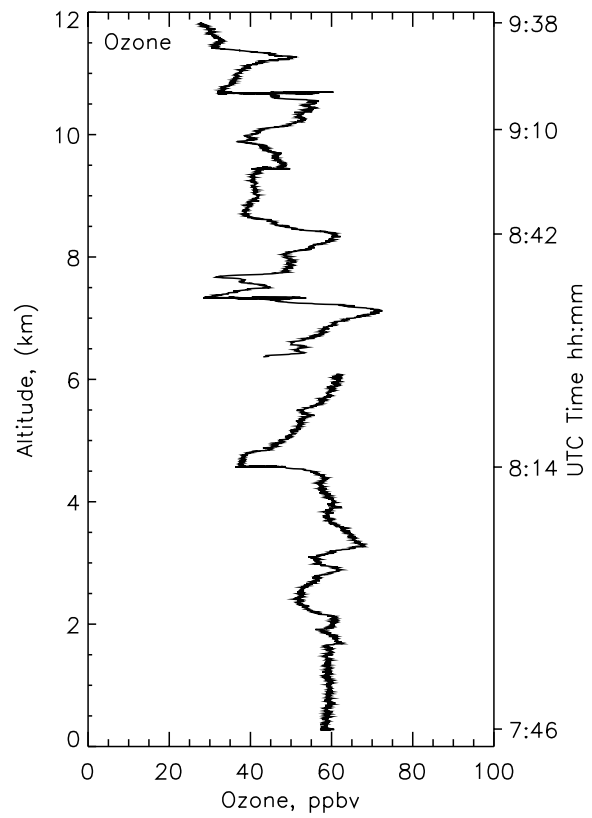
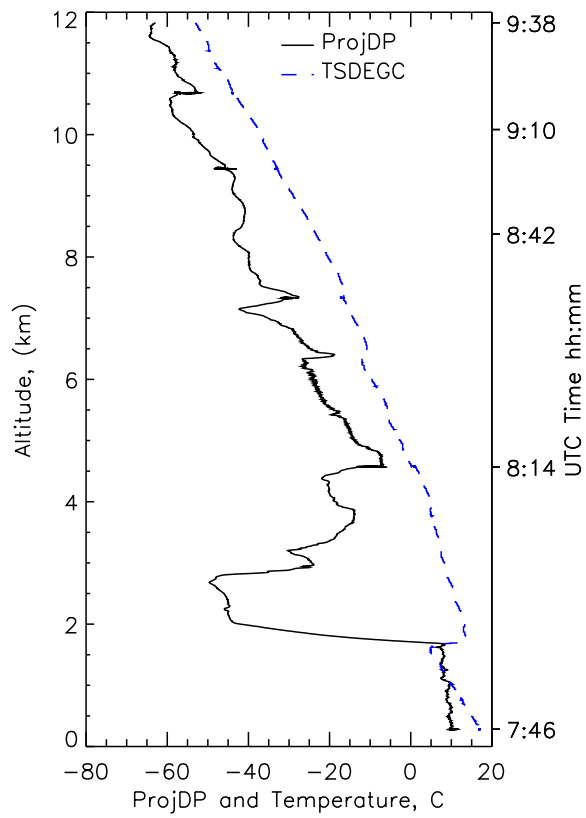
Profile #3 TRACE-P DC-8 Flight 10



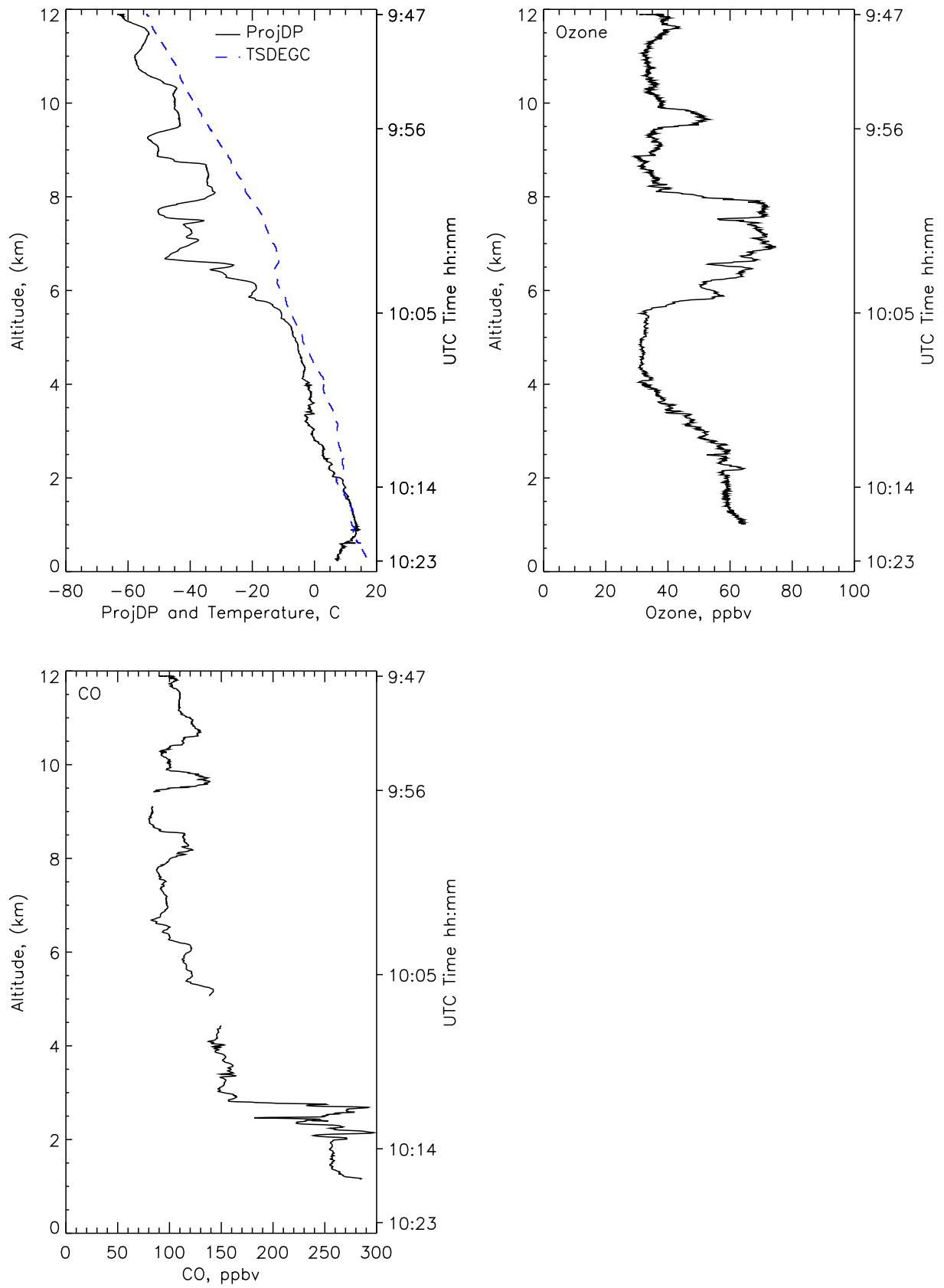
Profile #4 TRACE-P DC-8 Flight 10



Profile #5 TRACE-P DC-8 Flight 10



Profile #6 TRACE-P DC-8 Flight 10



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

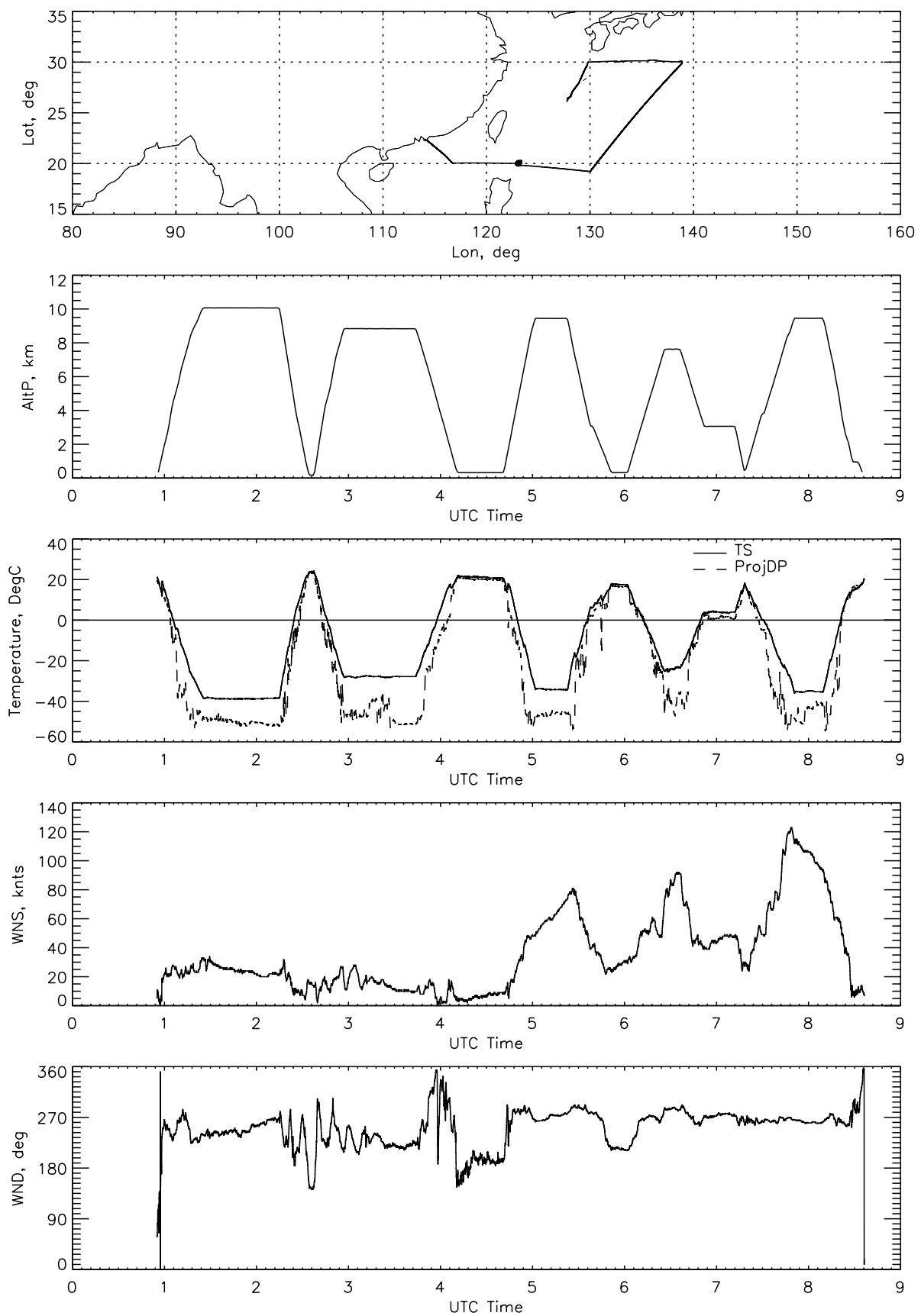
Flight 11D

Transit: Hong Kong to Okinawa

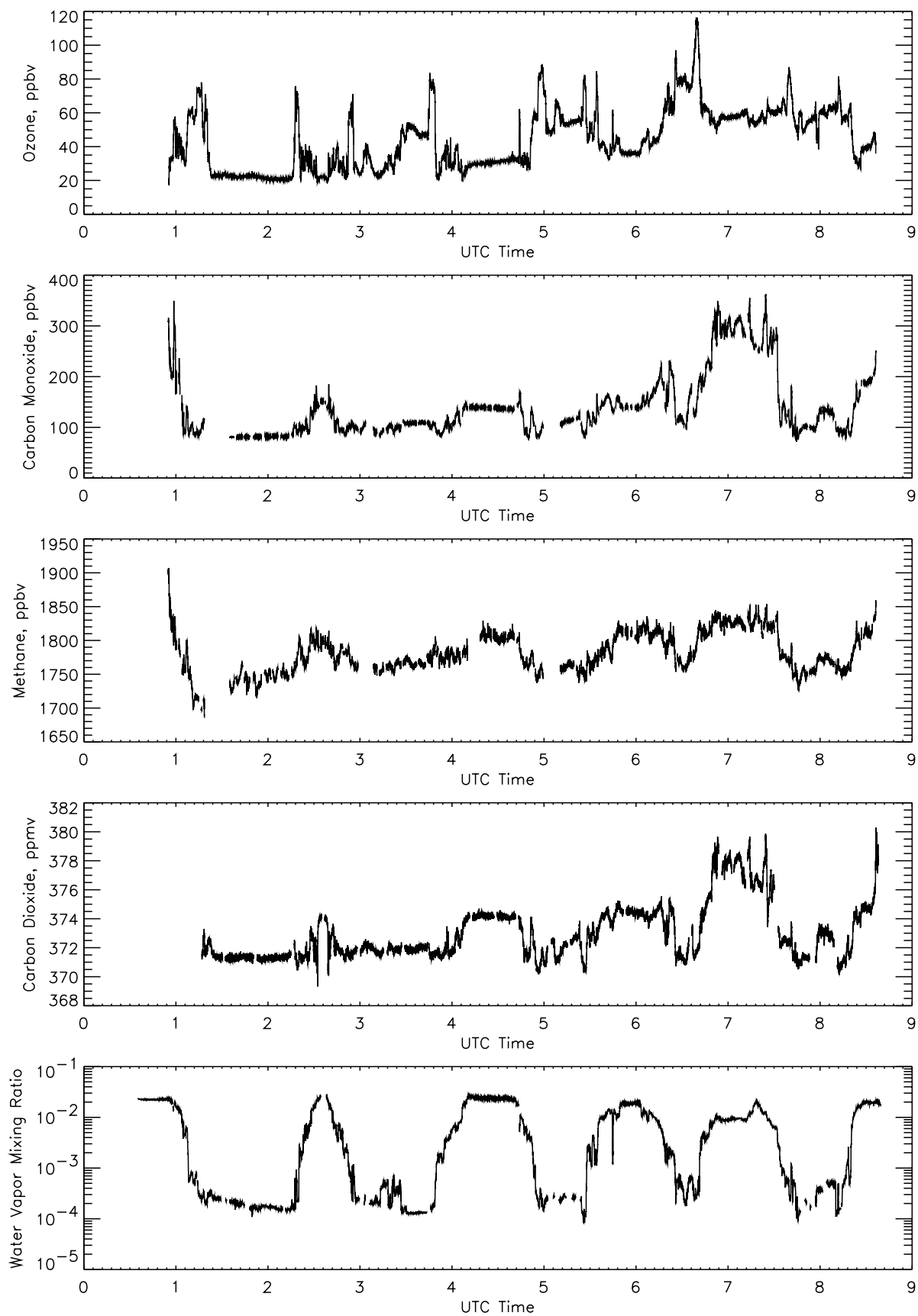
MOPITT Validation and China Outflow

March 17, 2001

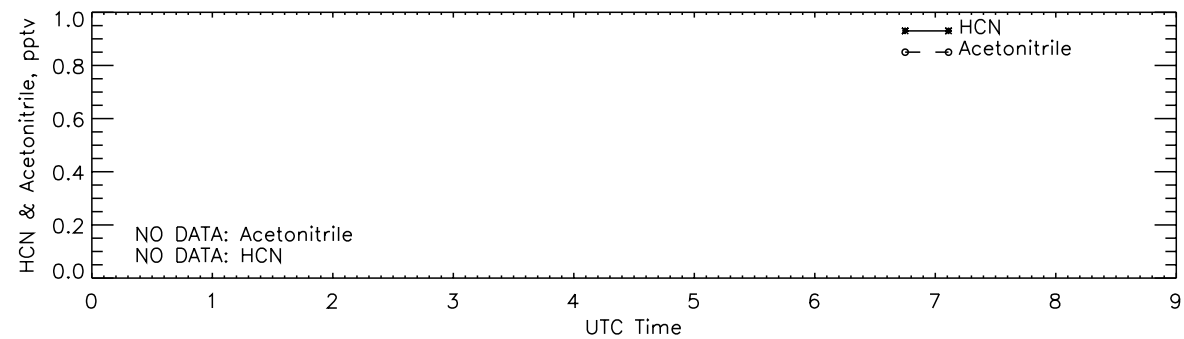
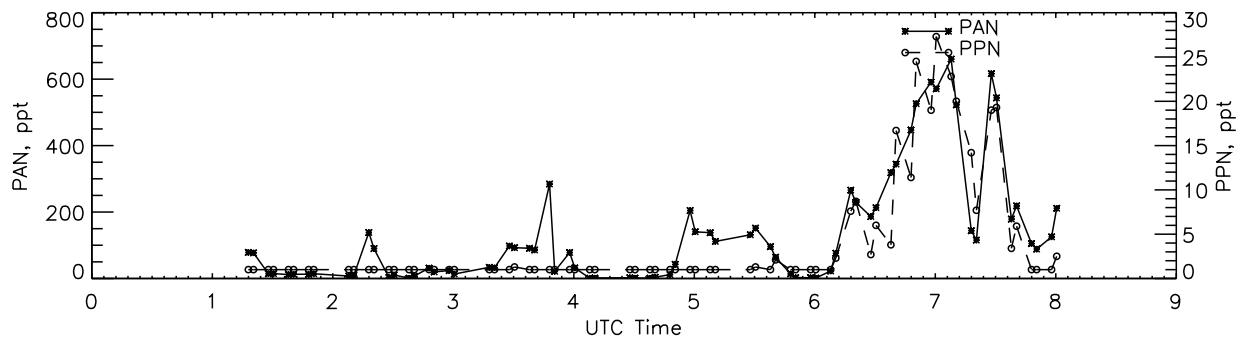
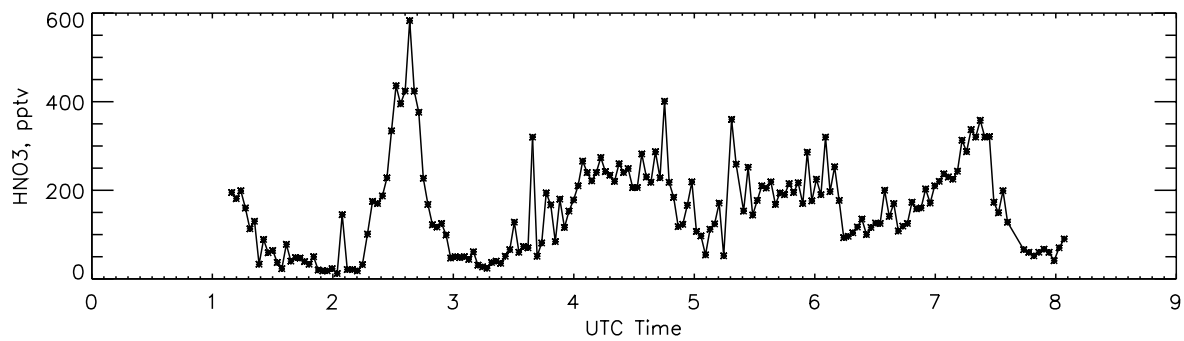
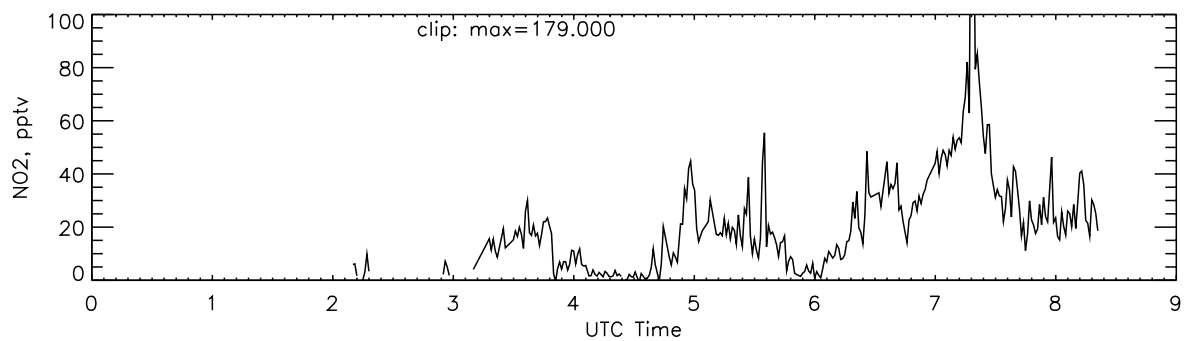
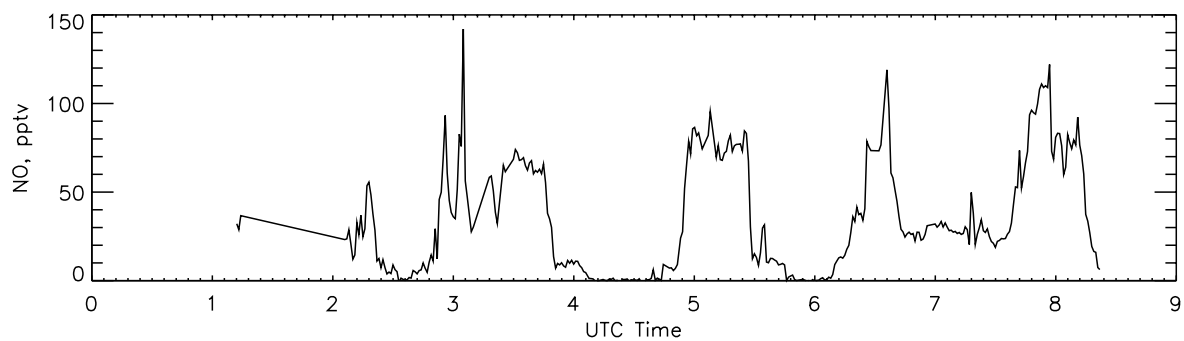
FINAL DATA: TRACE-P DC-8 Flight 11



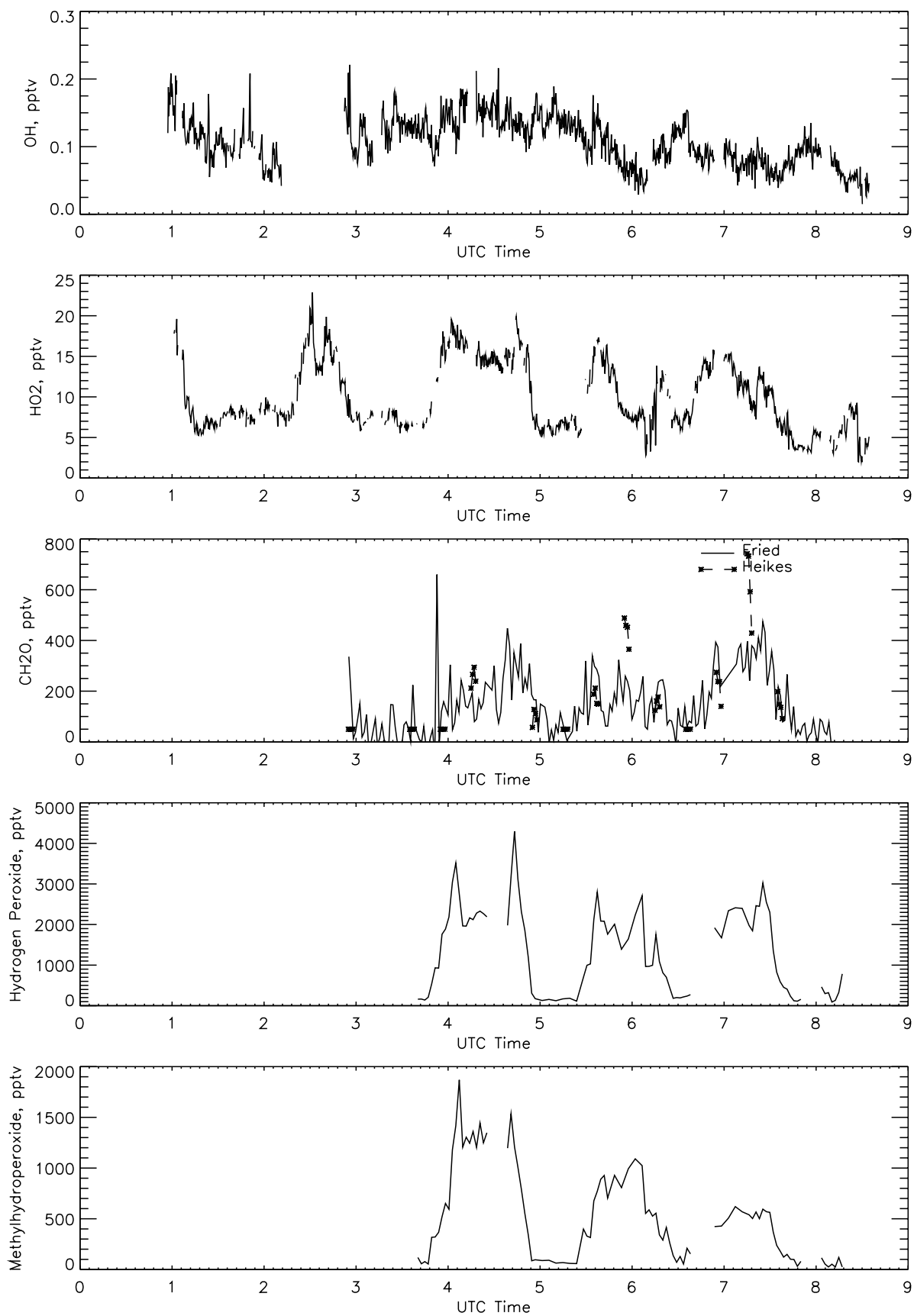
FINAL DATA: TRACE-P DC-8 Flight 11



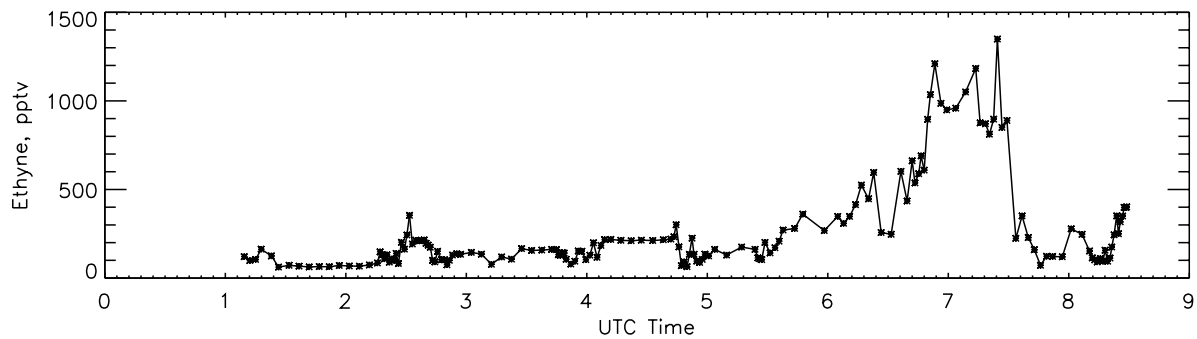
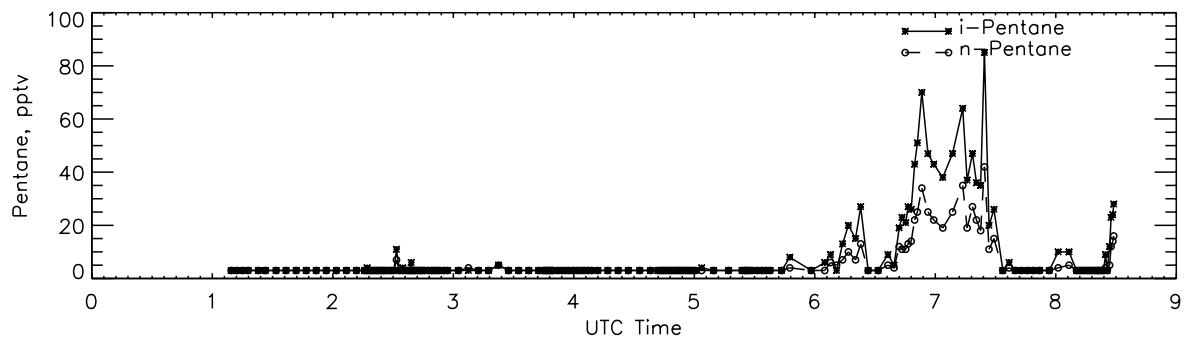
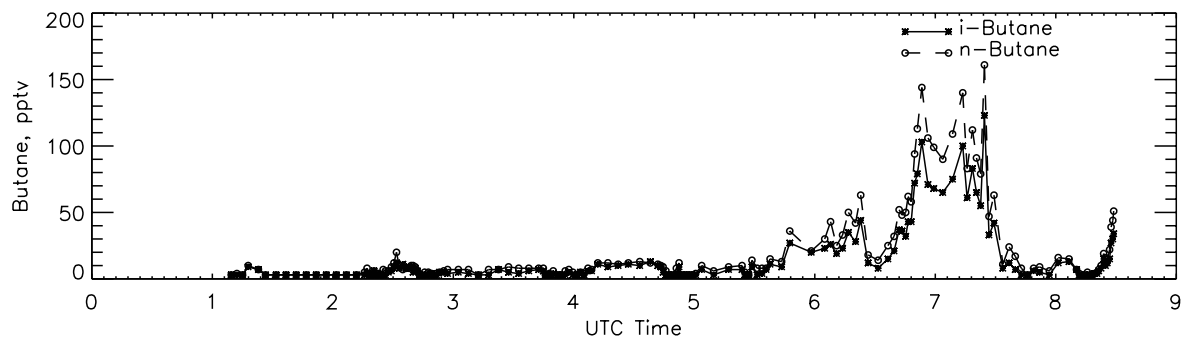
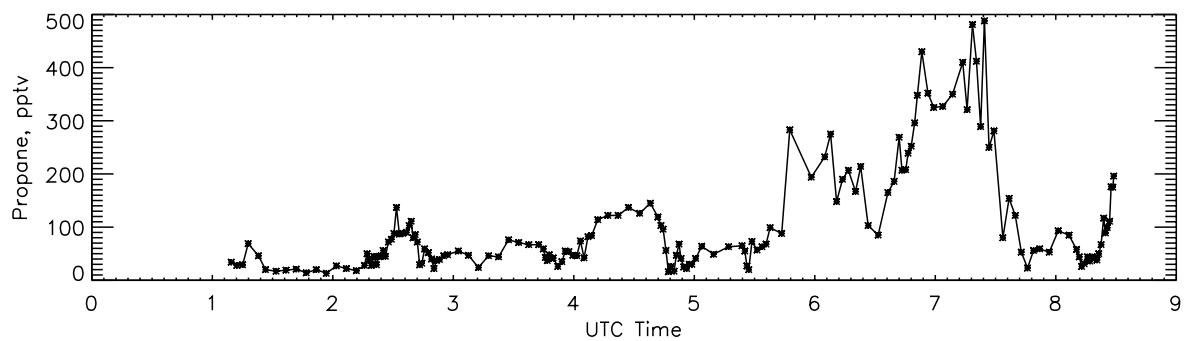
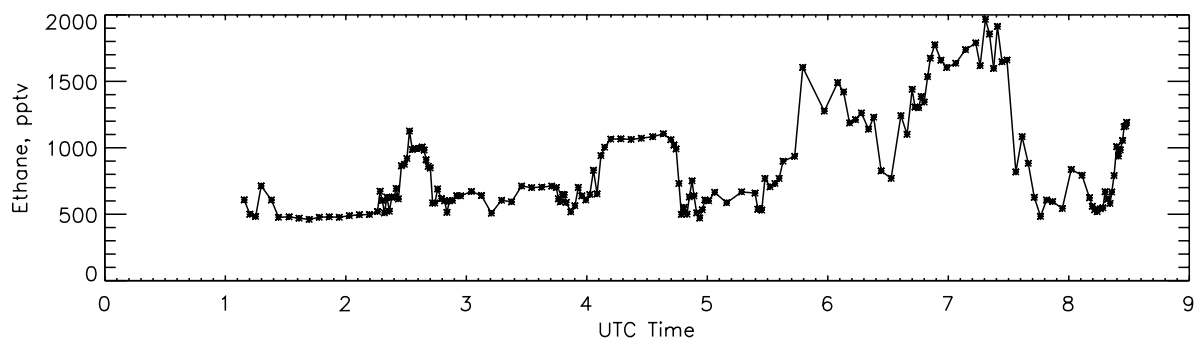
FINAL DATA: TRACE-P DC-8 Flight 11



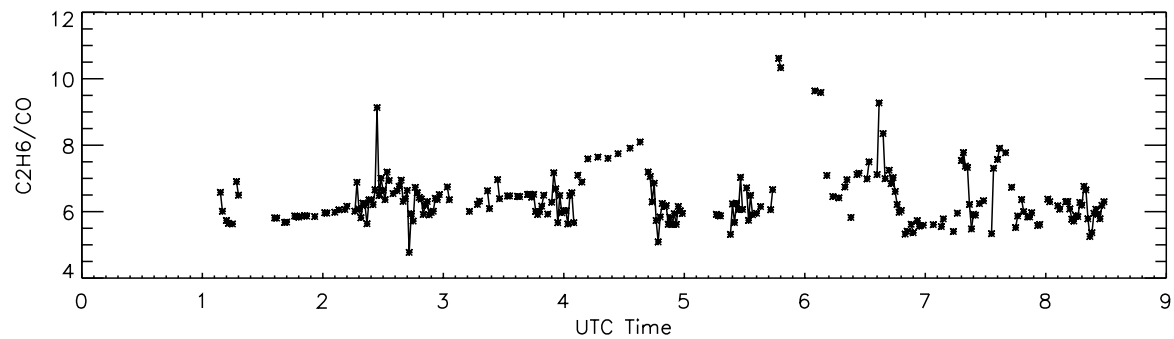
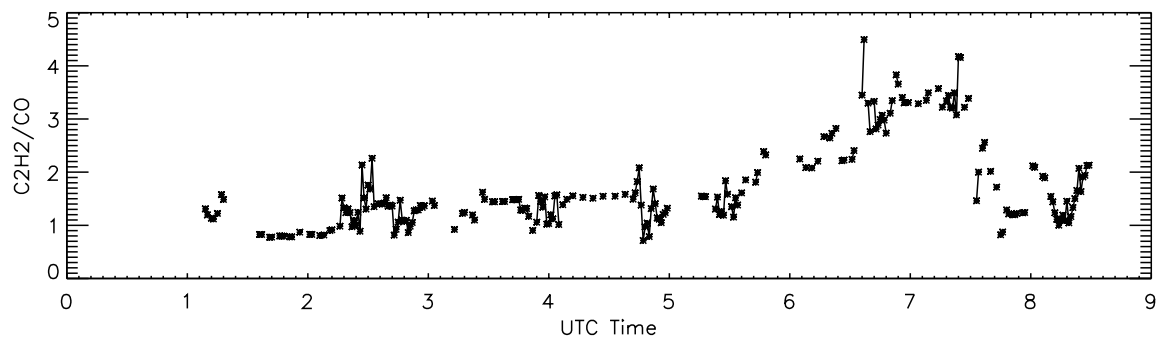
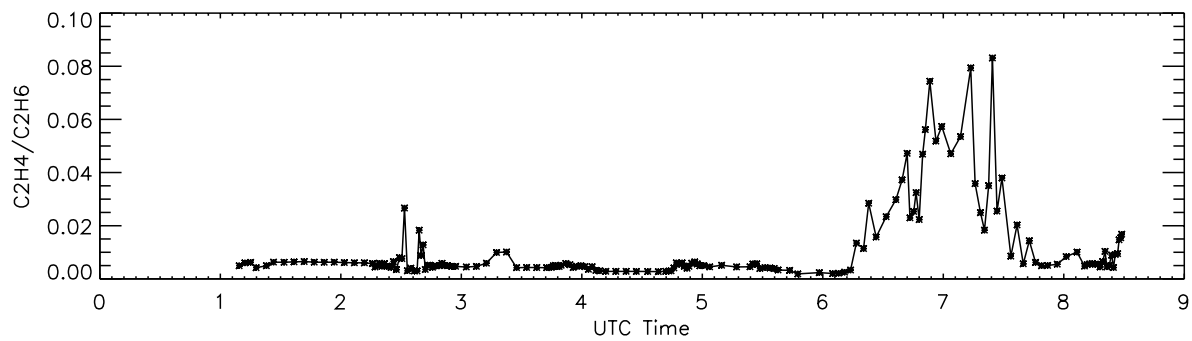
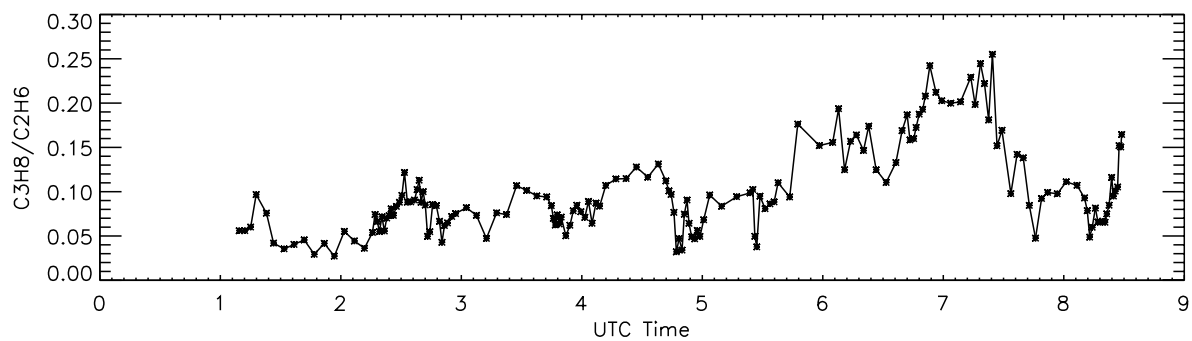
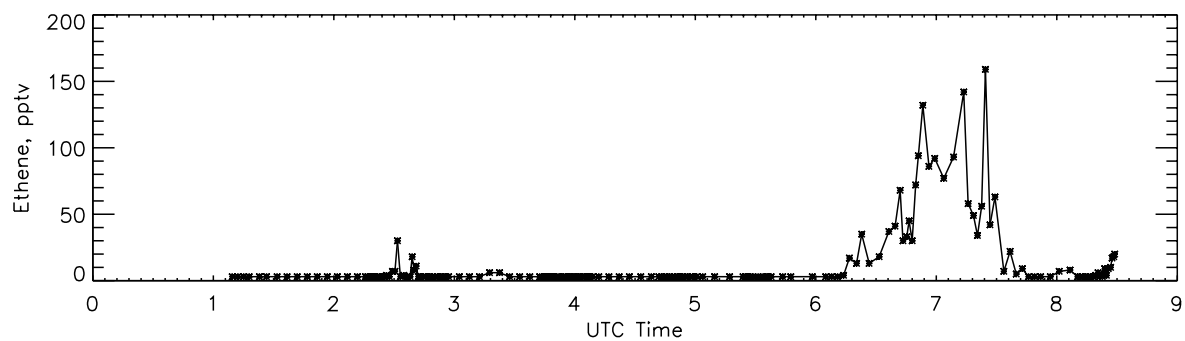
FINAL DATA: TRACE-P DC-8 Flight 11



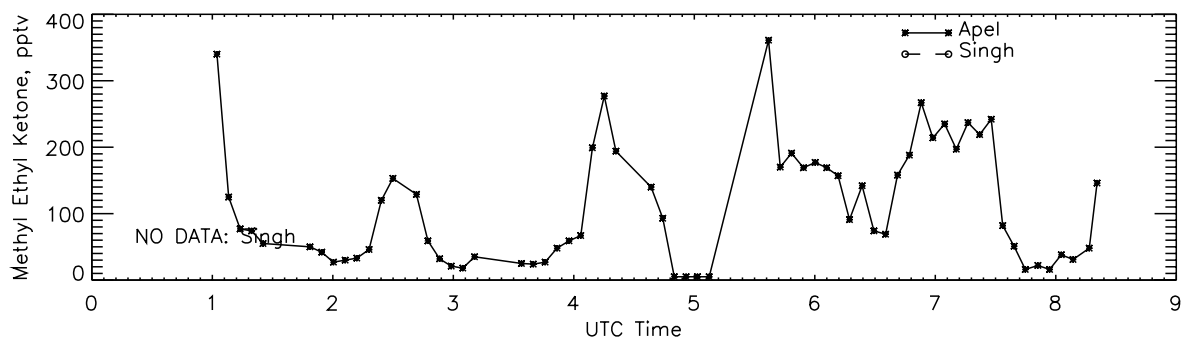
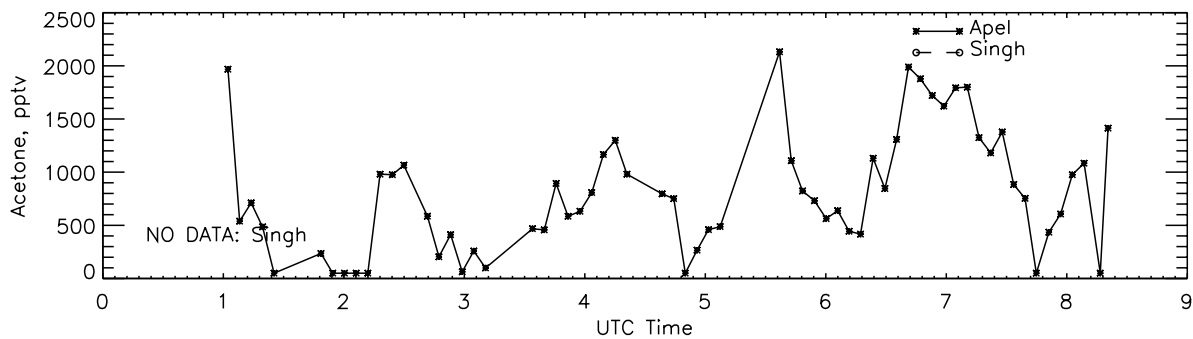
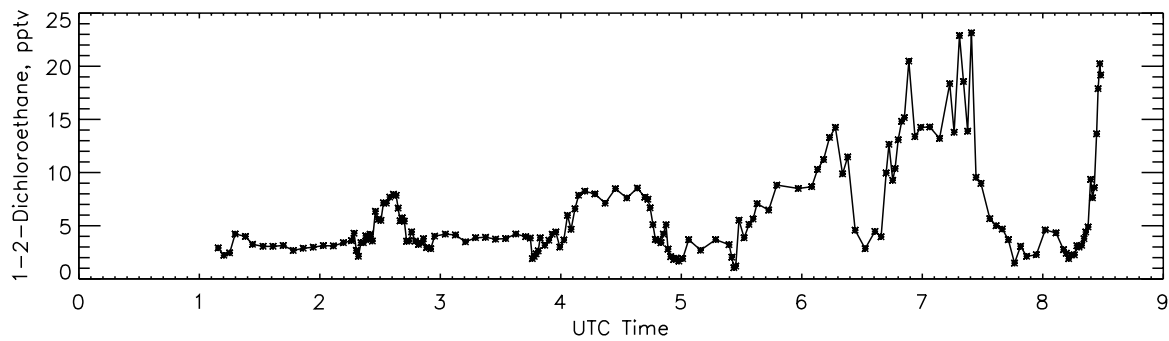
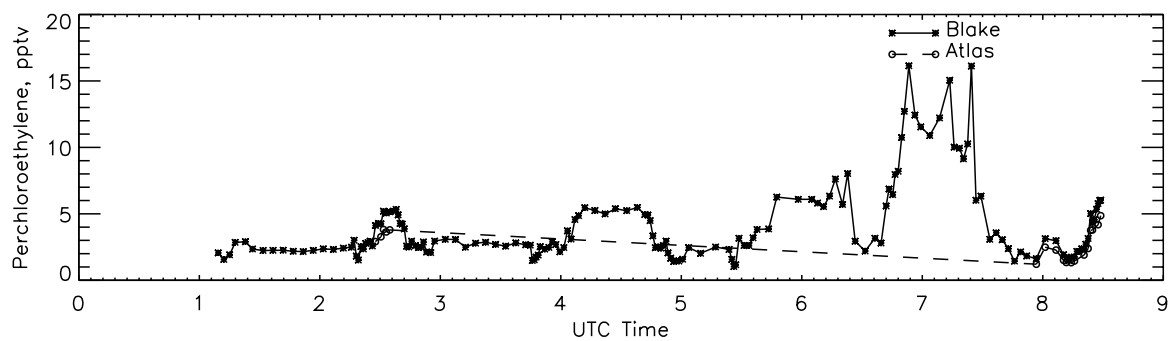
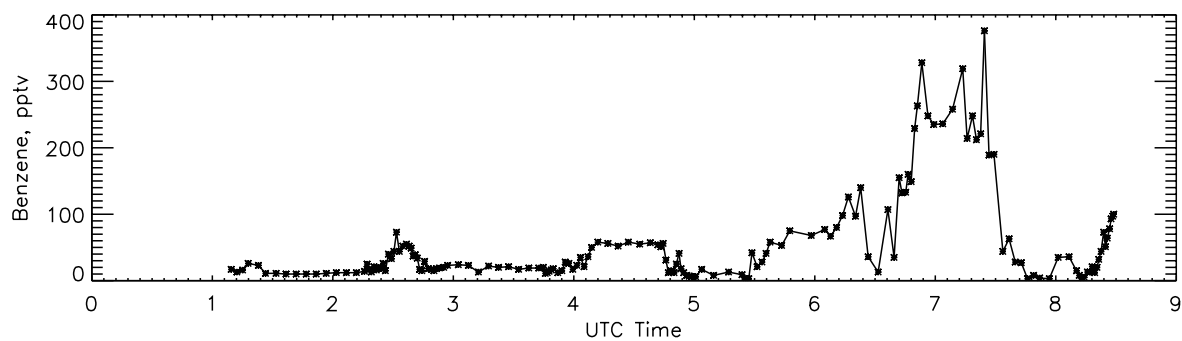
FINAL DATA: TRACE-P DC-8 Flight 11



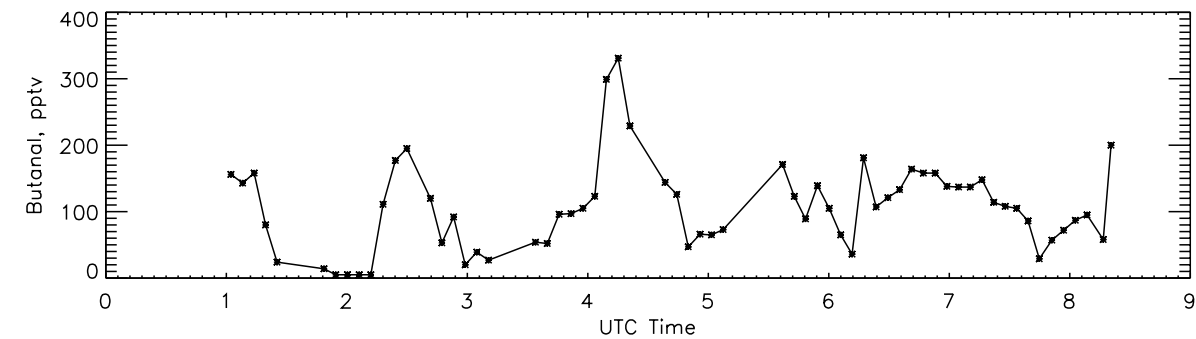
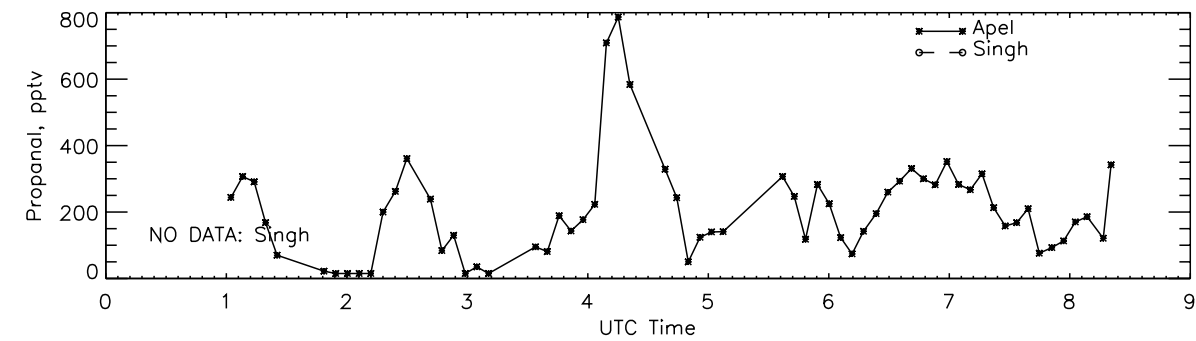
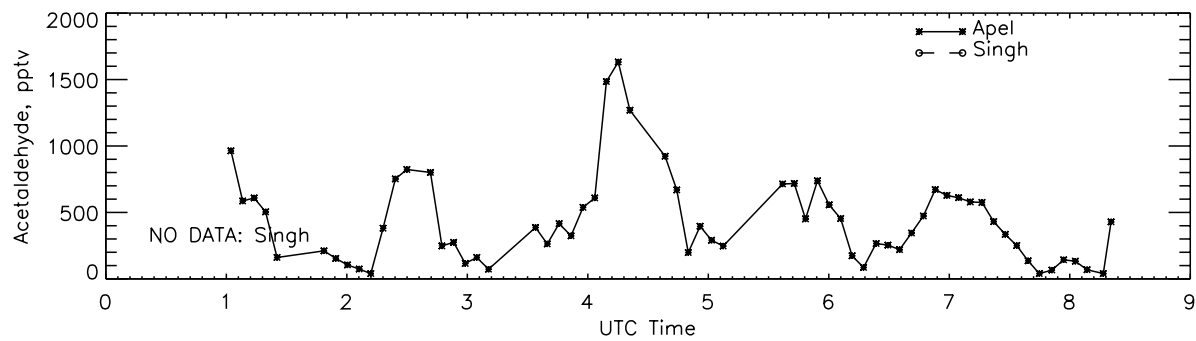
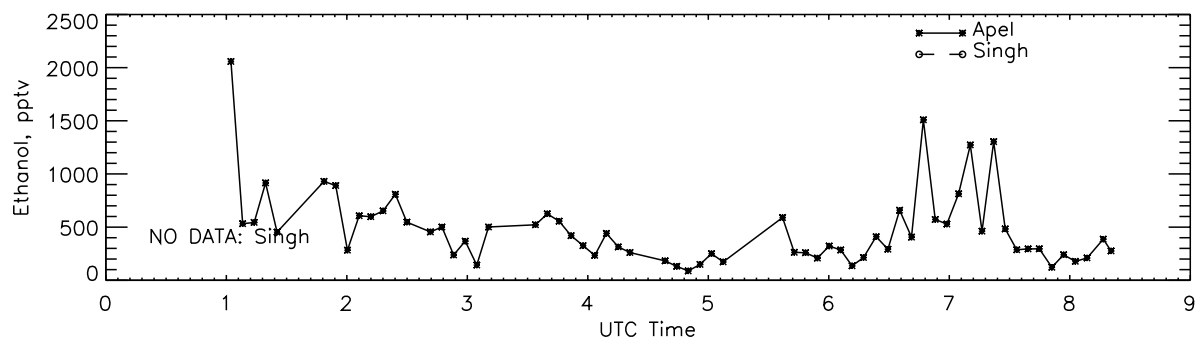
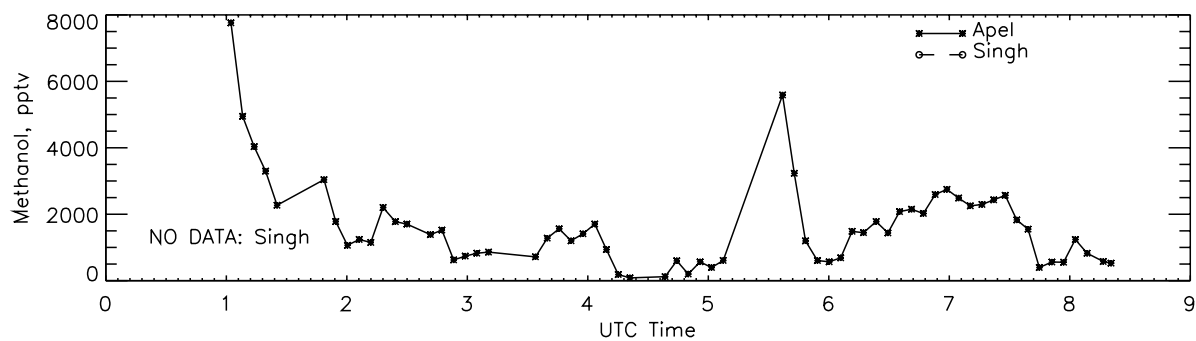
FINAL DATA: TRACE-P DC-8 Flight 11



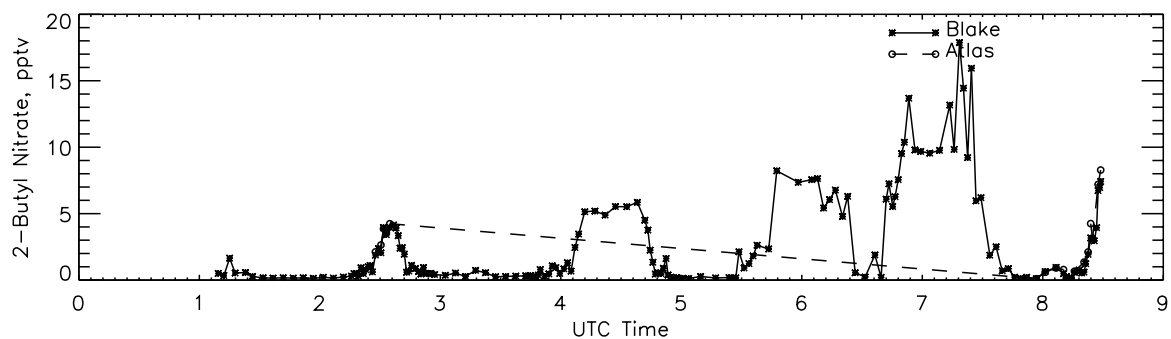
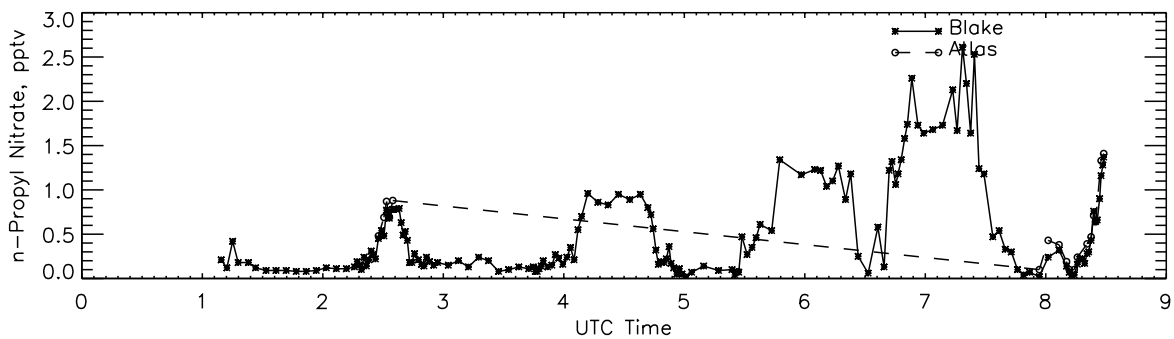
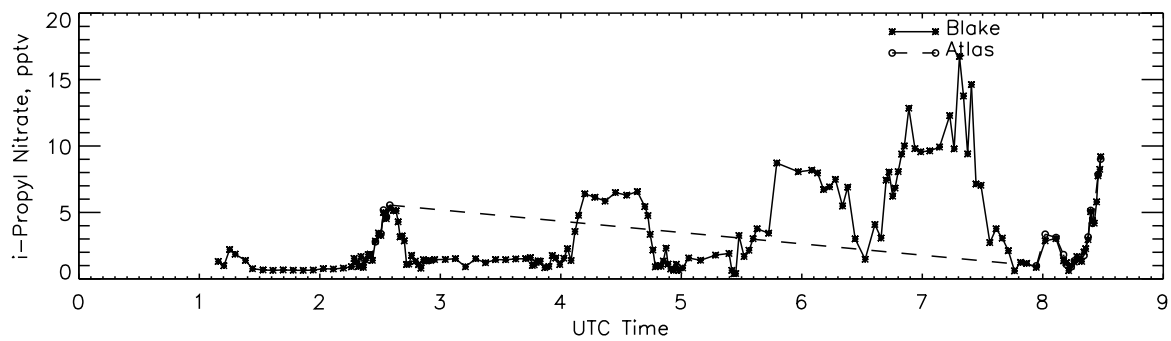
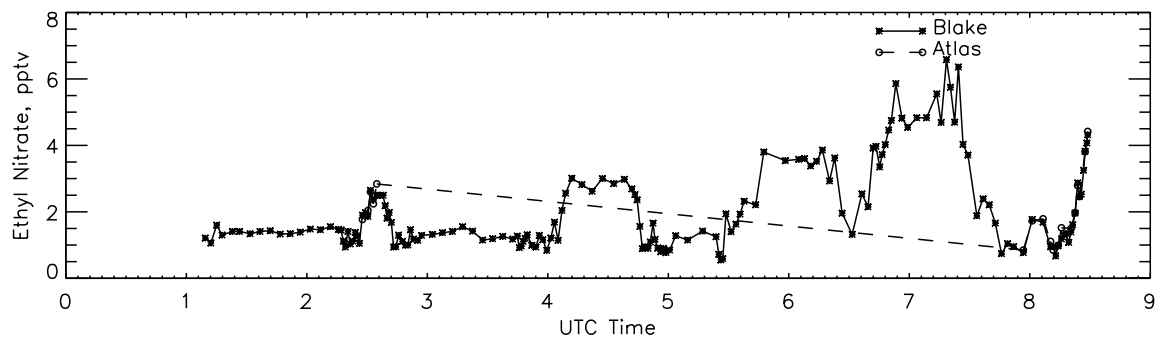
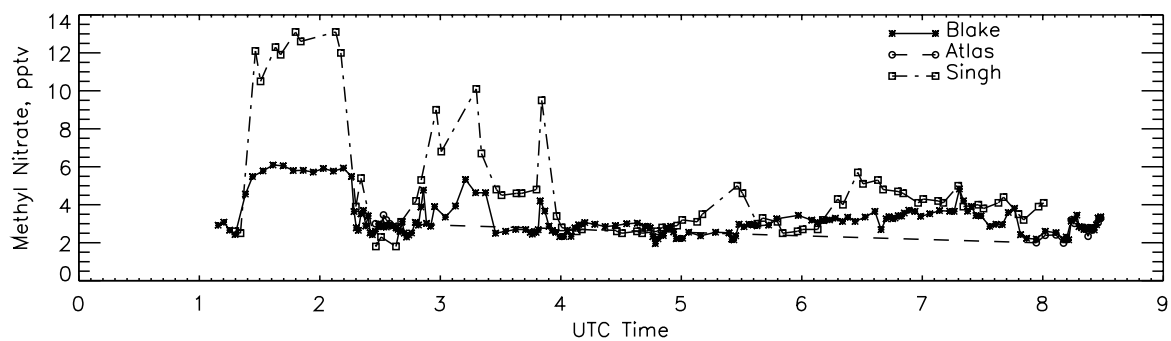
FINAL DATA: TRACE-P DC-8 Flight 11



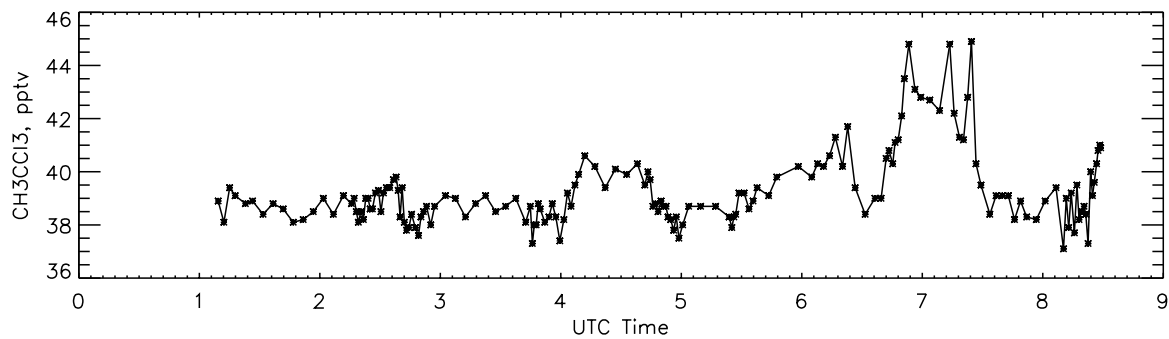
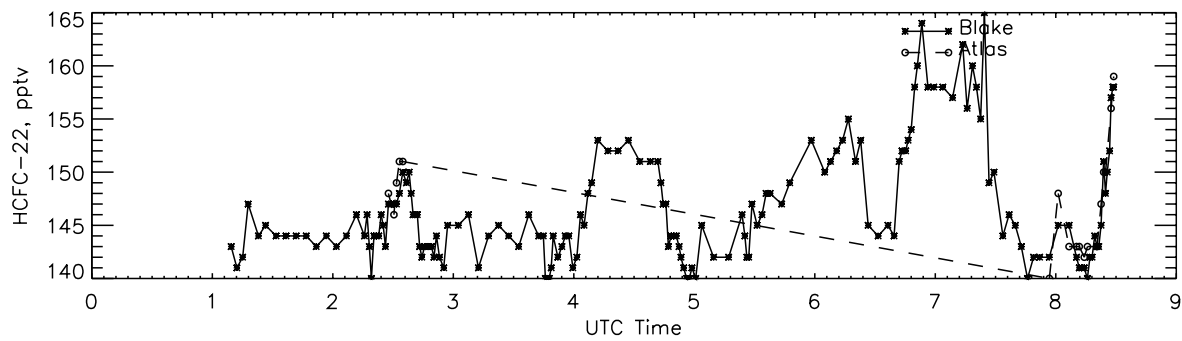
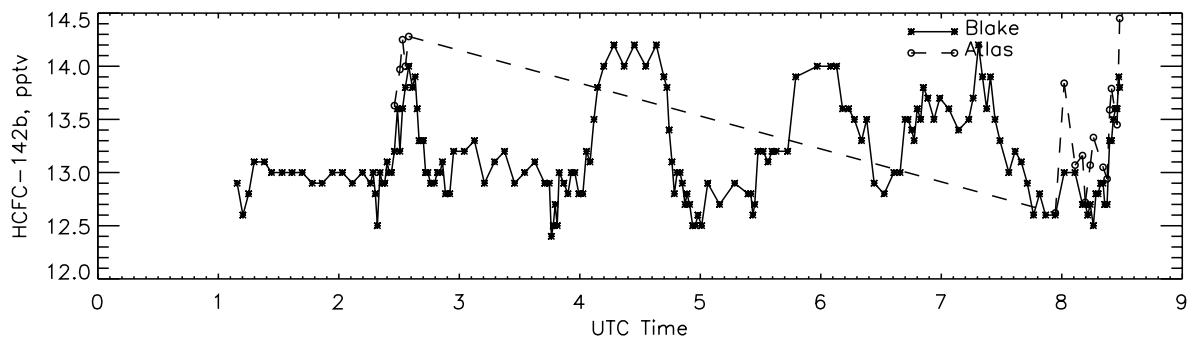
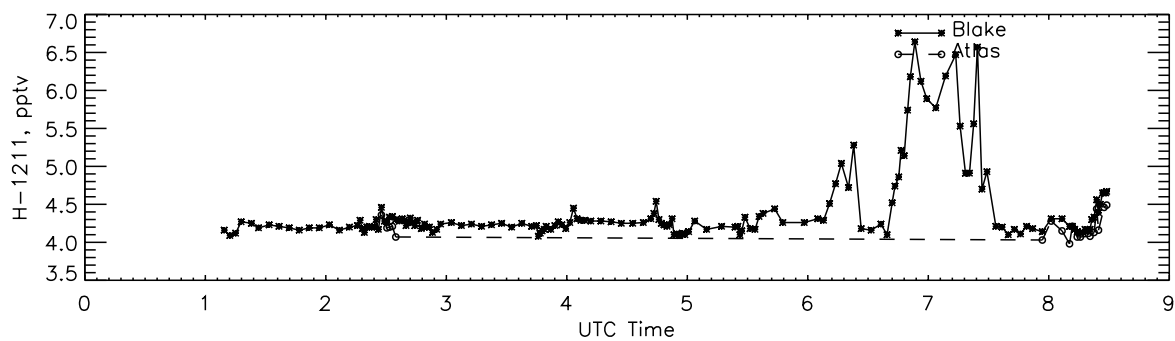
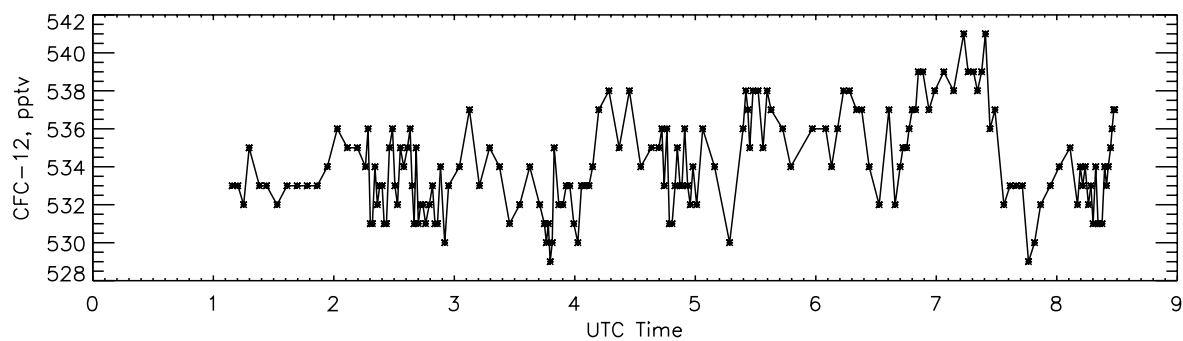
FINAL DATA: TRACE-P DC-8 Flight 11



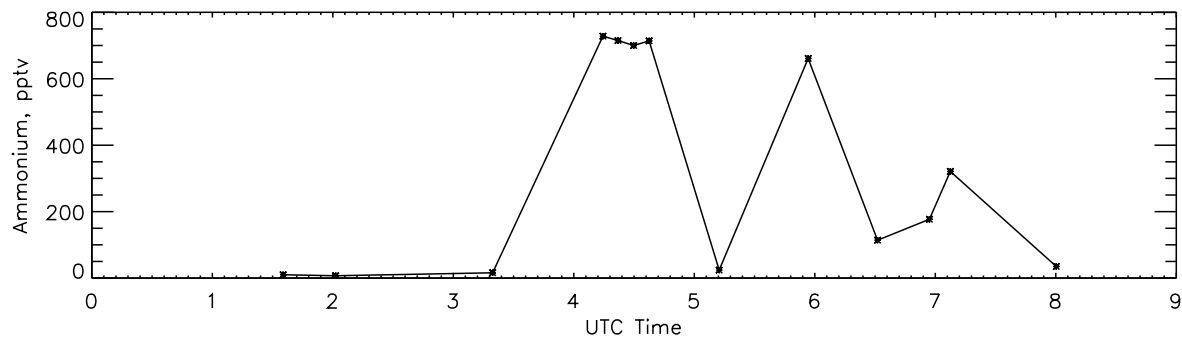
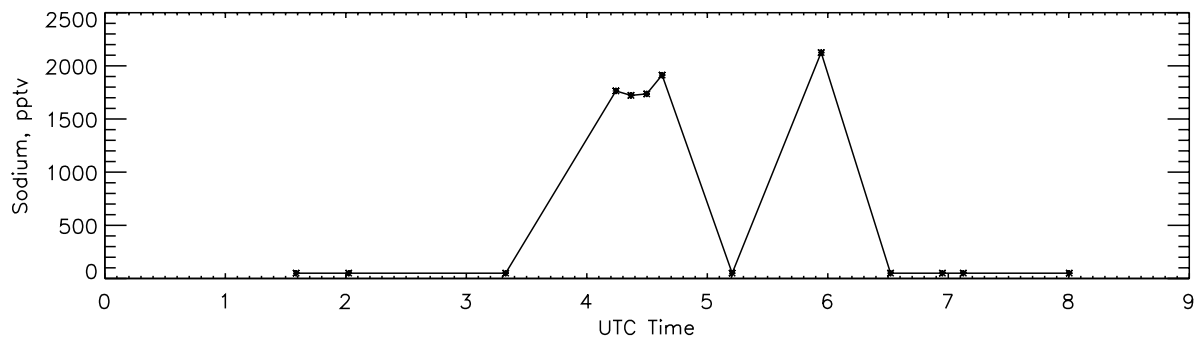
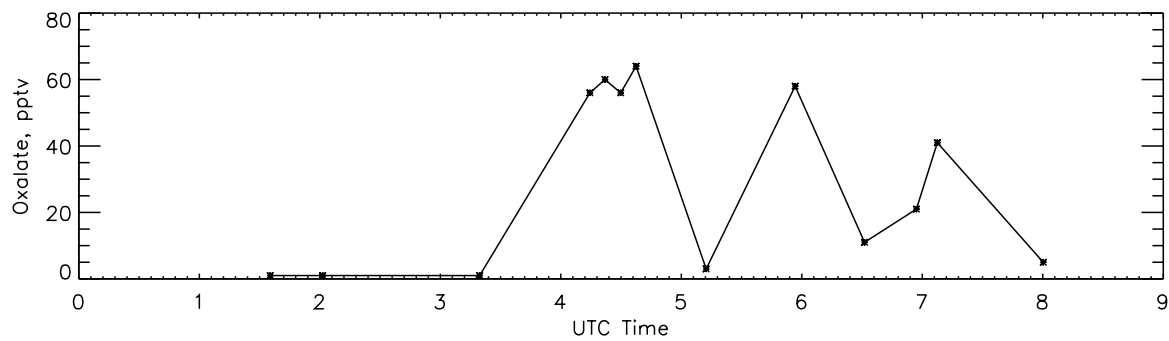
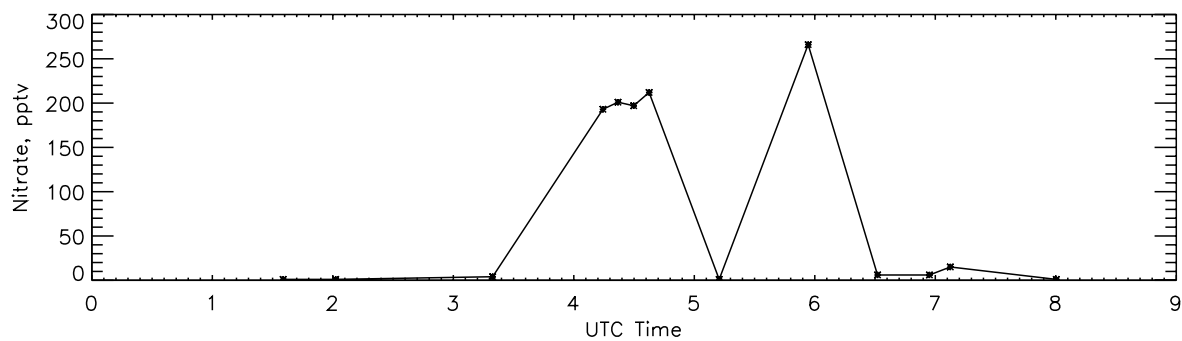
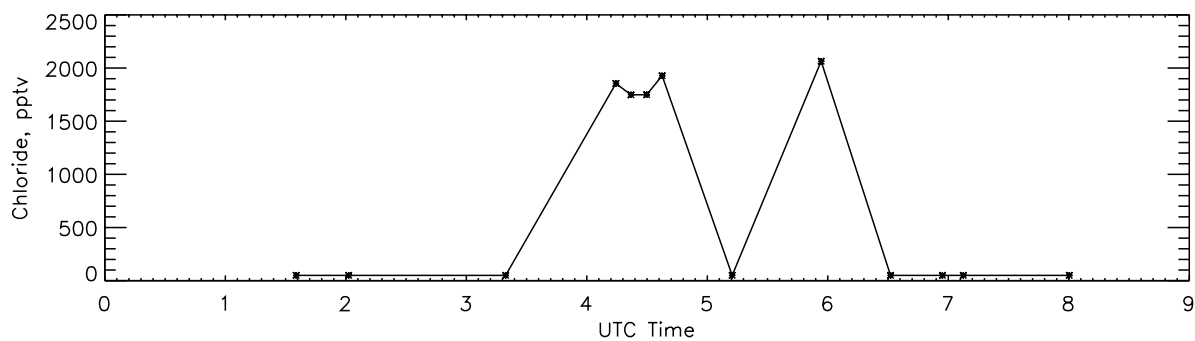
FINAL DATA: TRACE-P DC-8 Flight 11



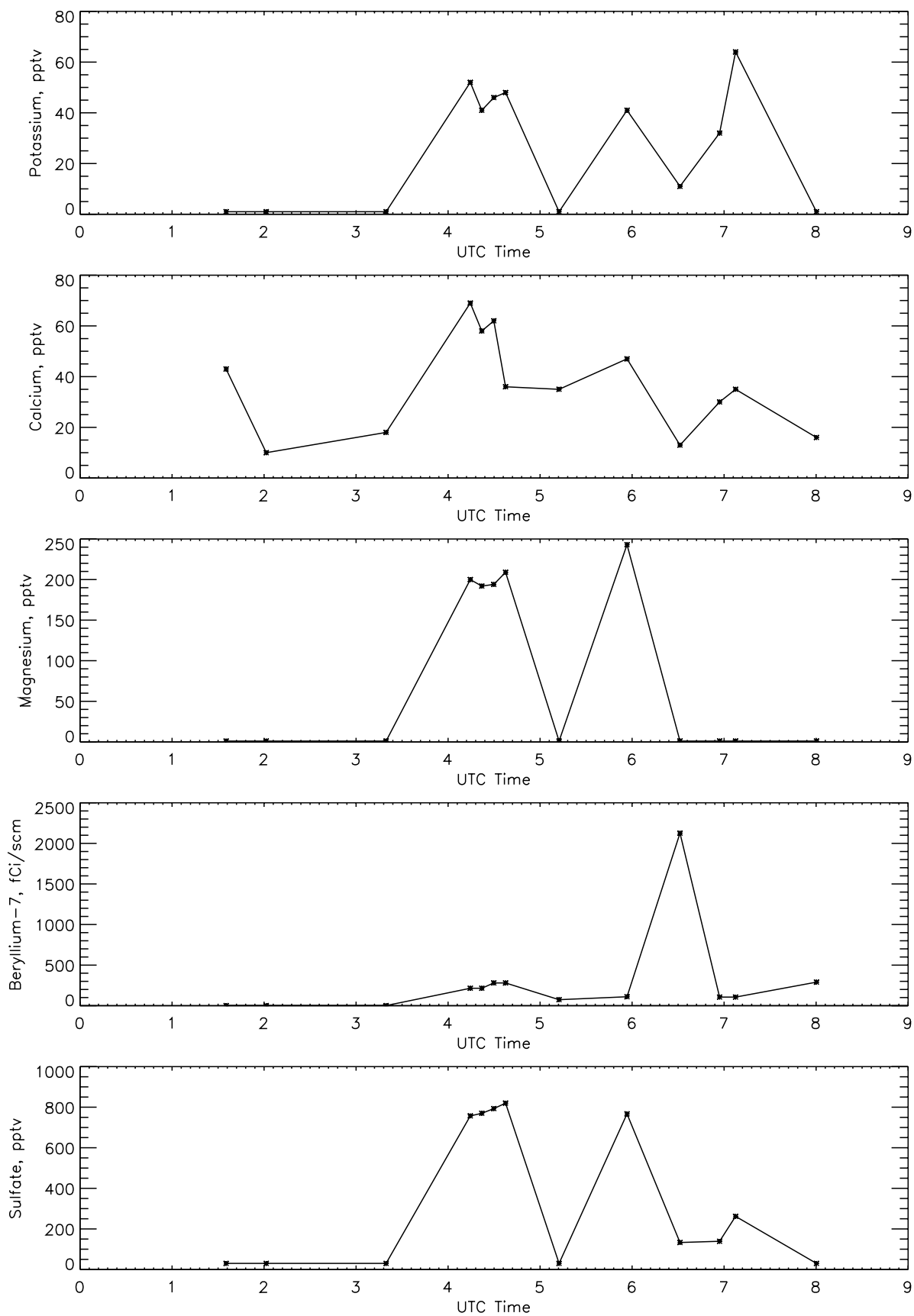
FINAL DATA: TRACE-P DC-8 Flight 11



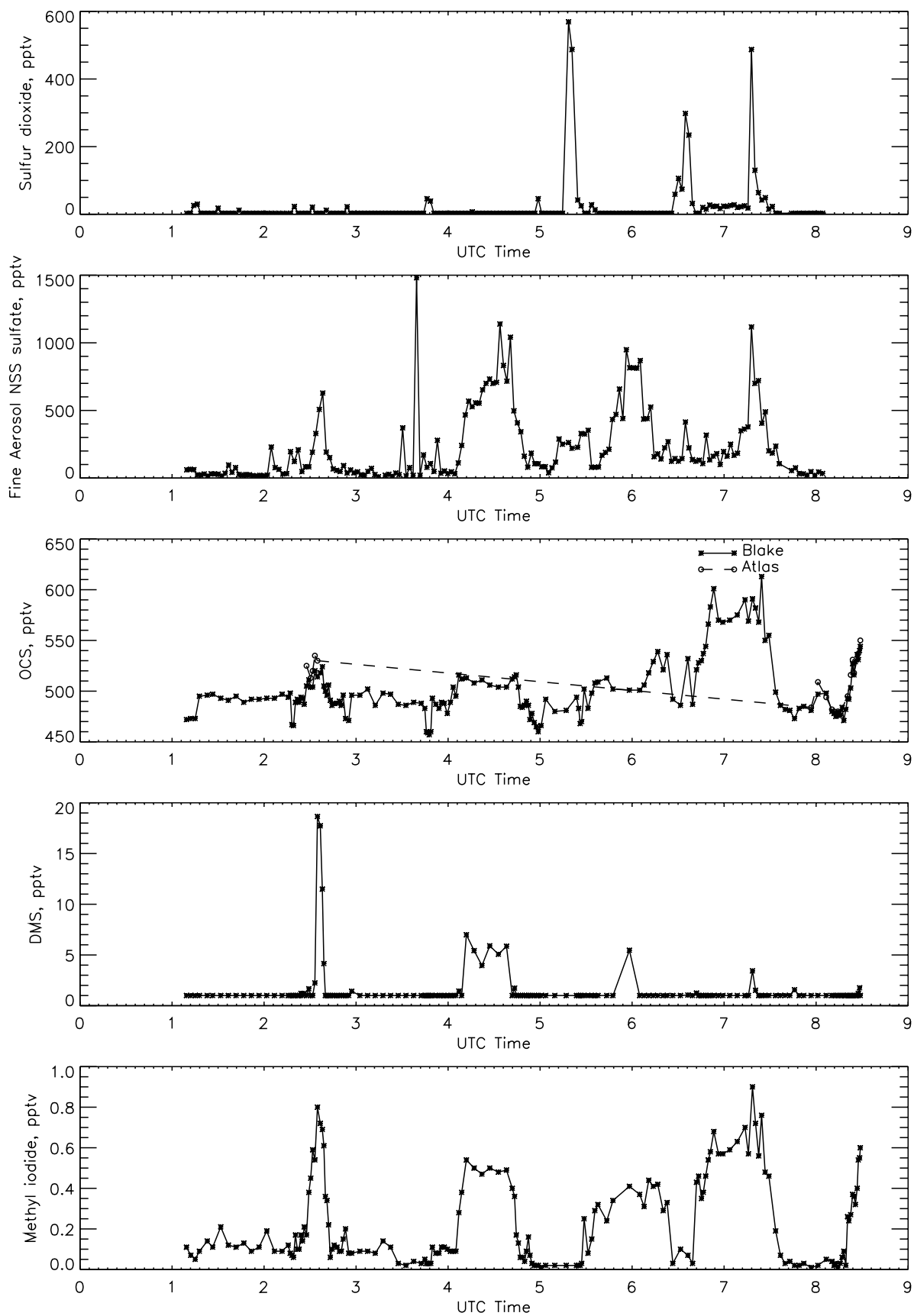
FINAL DATA: TRACE-P DC-8 Flight 11



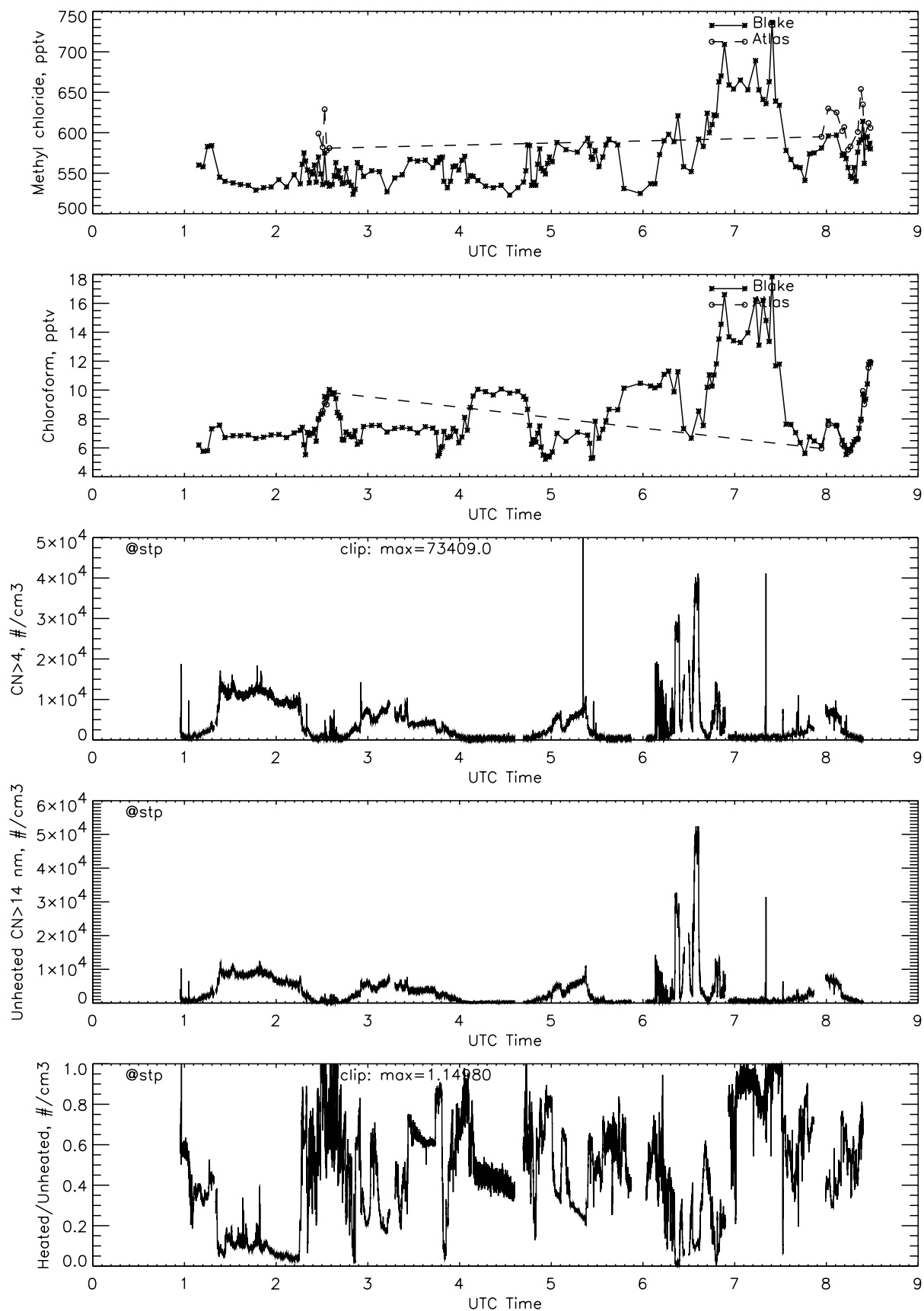
FINAL DATA: TRACE-P DC-8 Flight 11



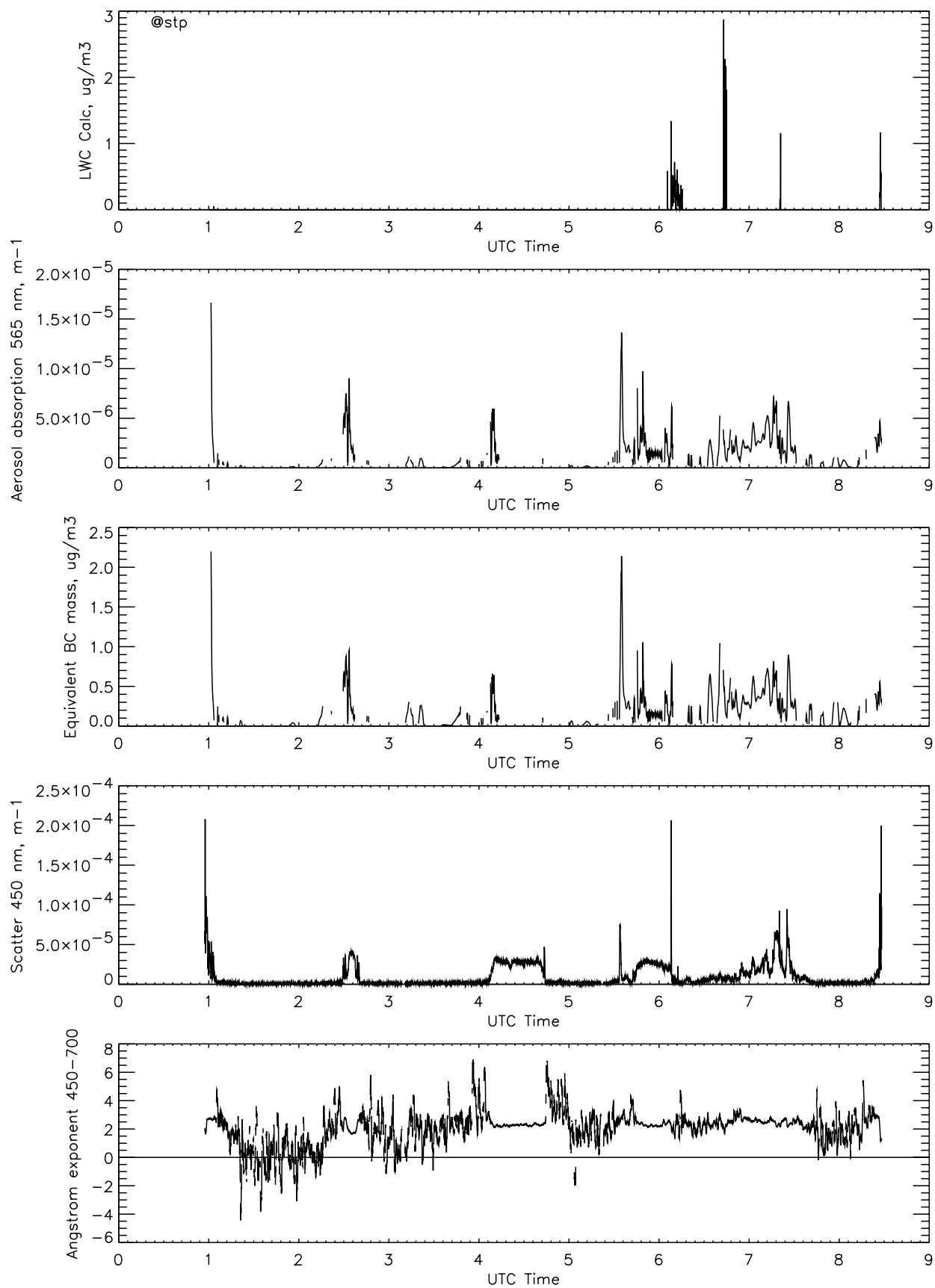
FINAL DATA: TRACE-P DC-8 Flight 11



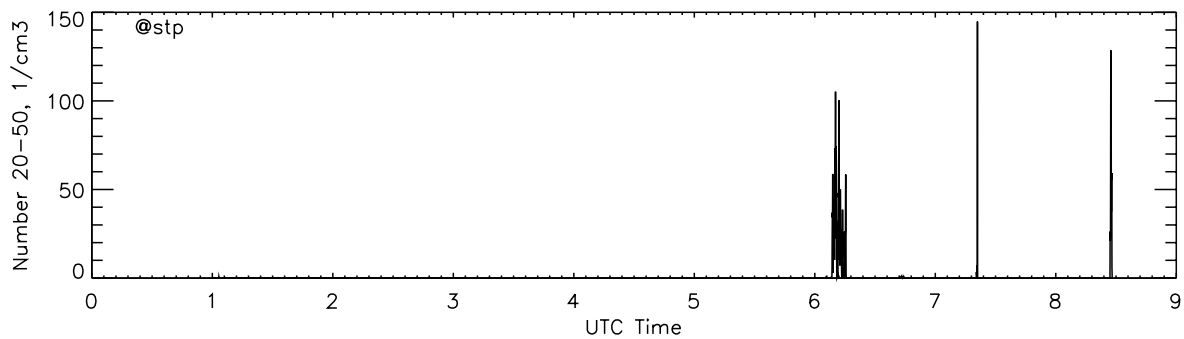
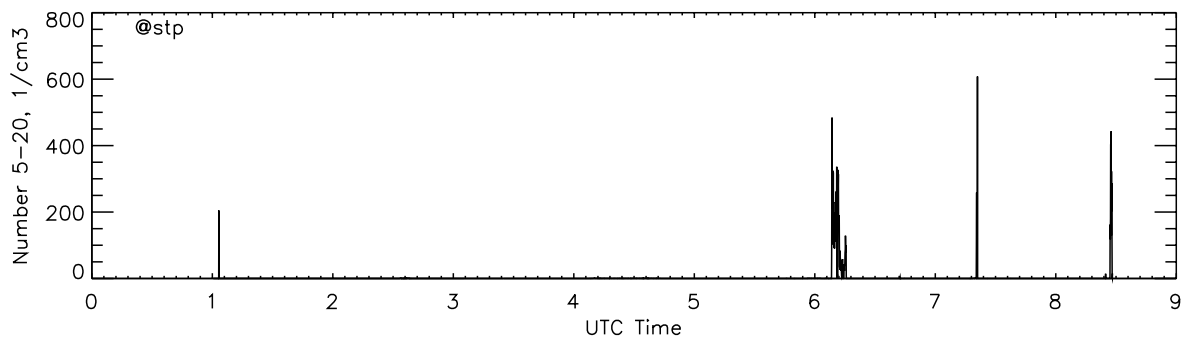
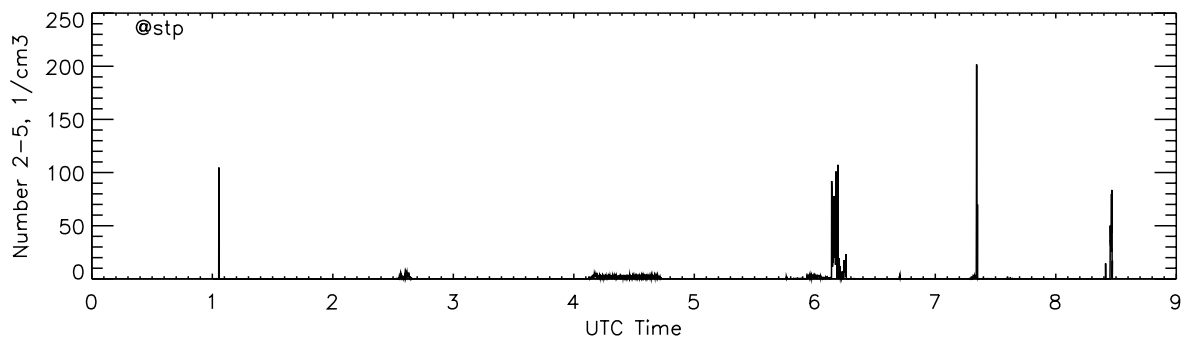
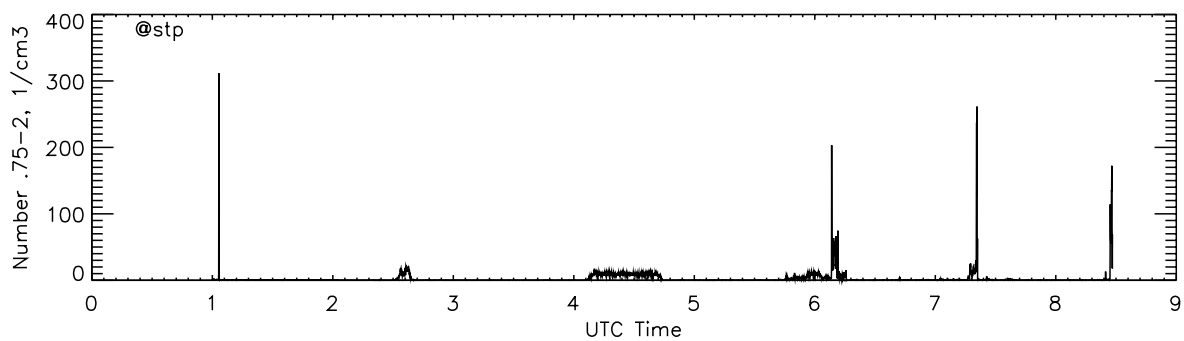
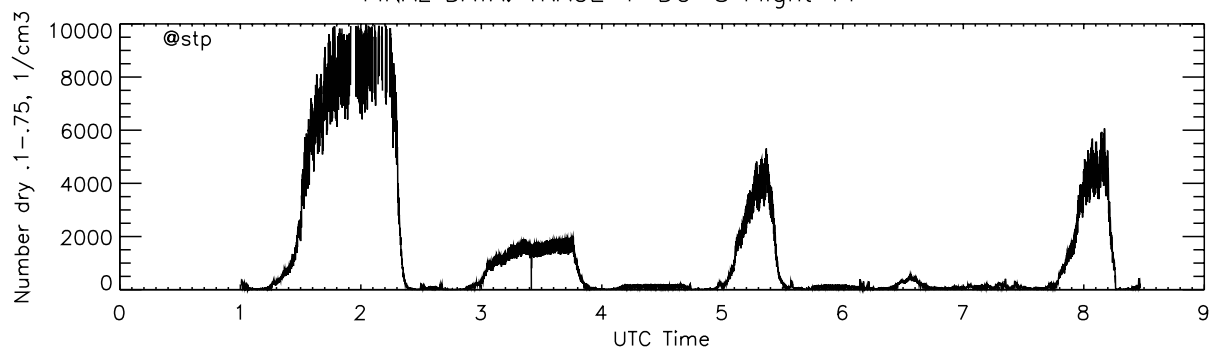
FINAL DATA: TRACE-P DC-8 Flight 11



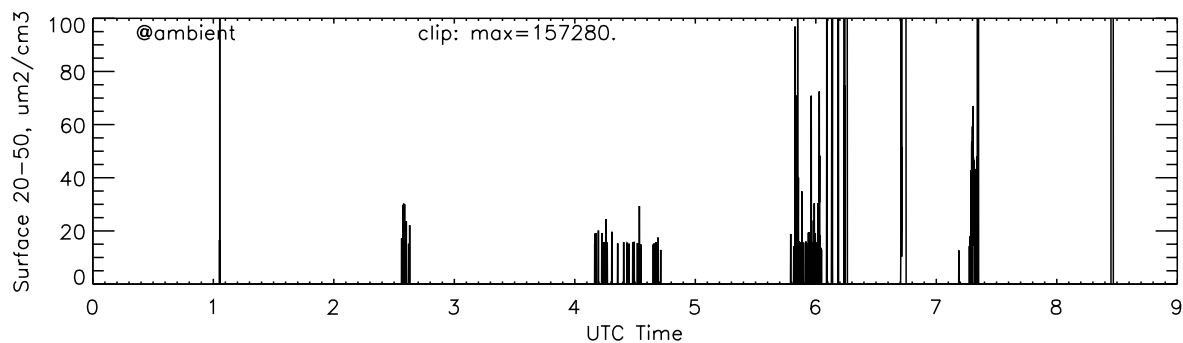
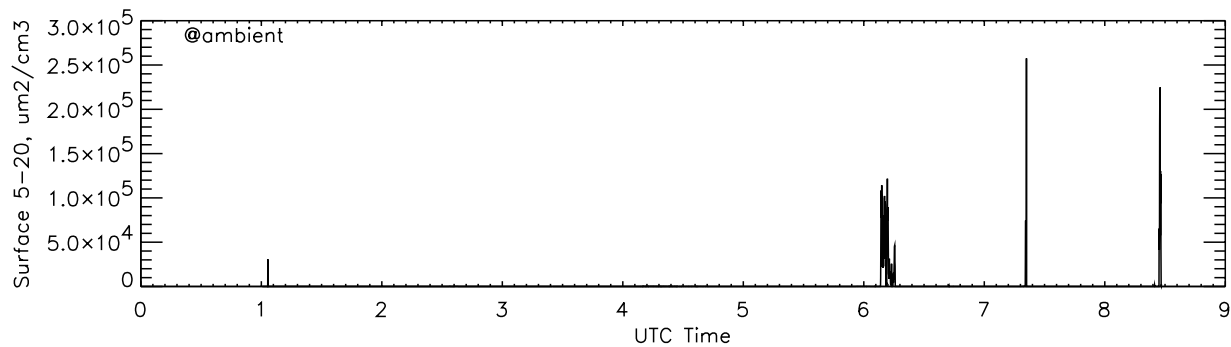
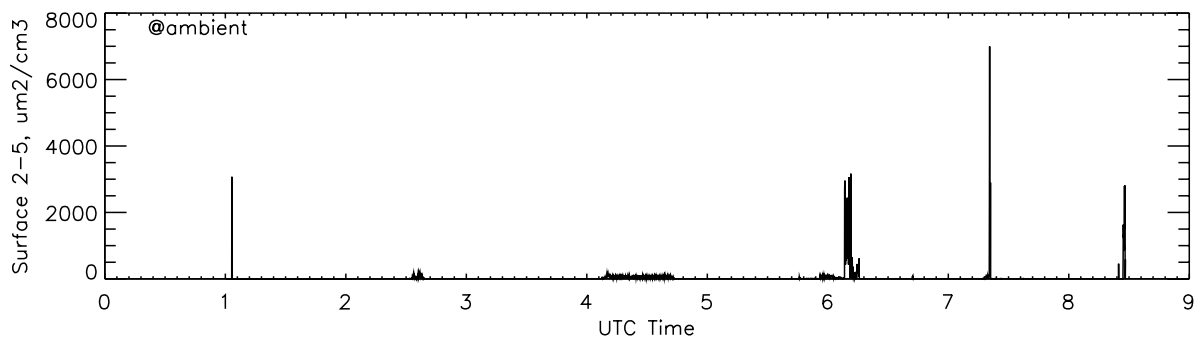
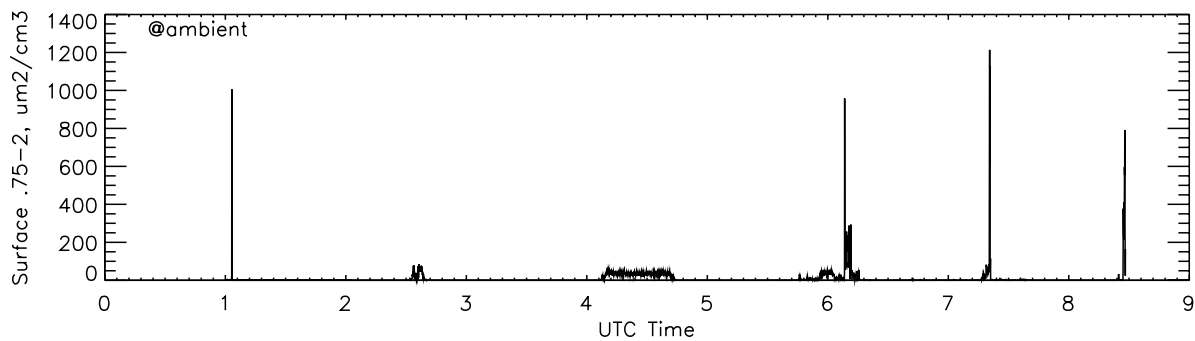
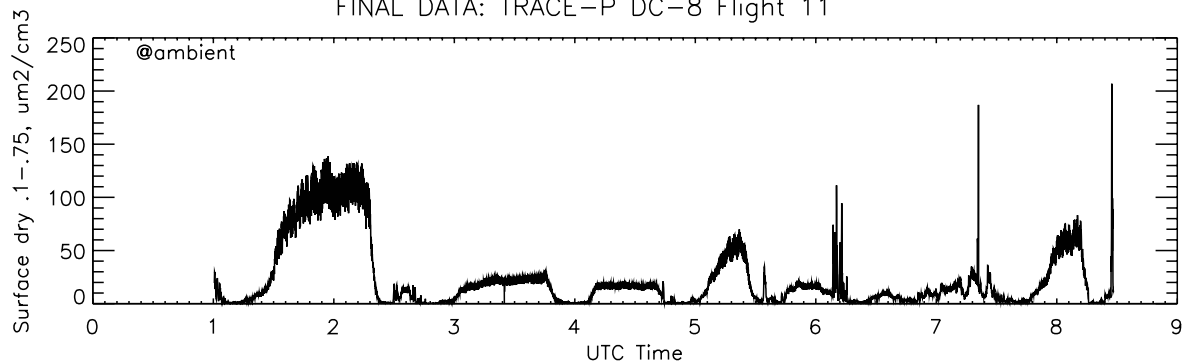
FINAL DATA: TRACE-P DC-8 Flight 11



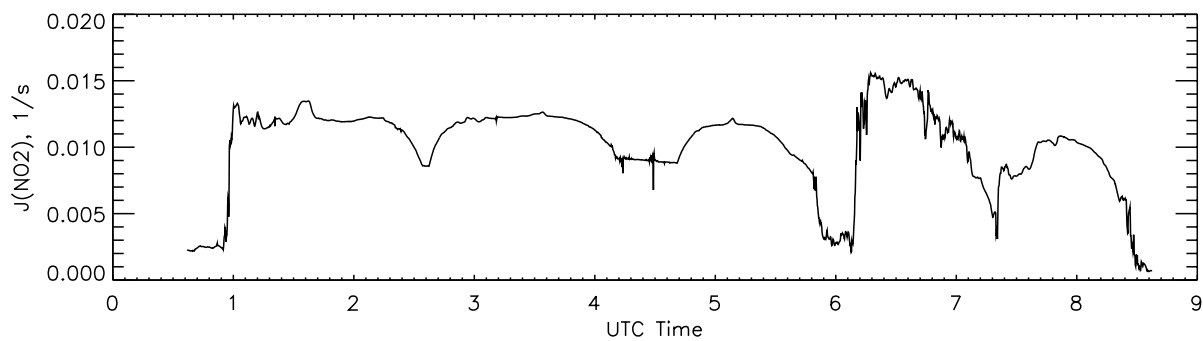
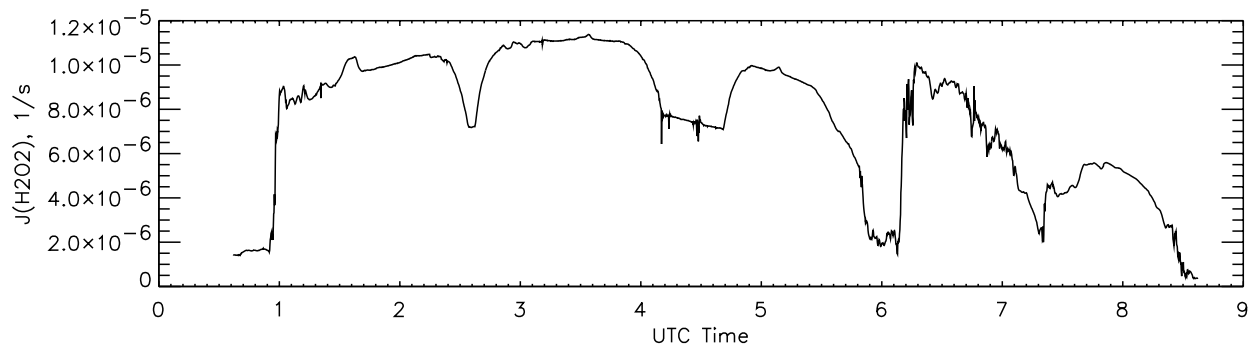
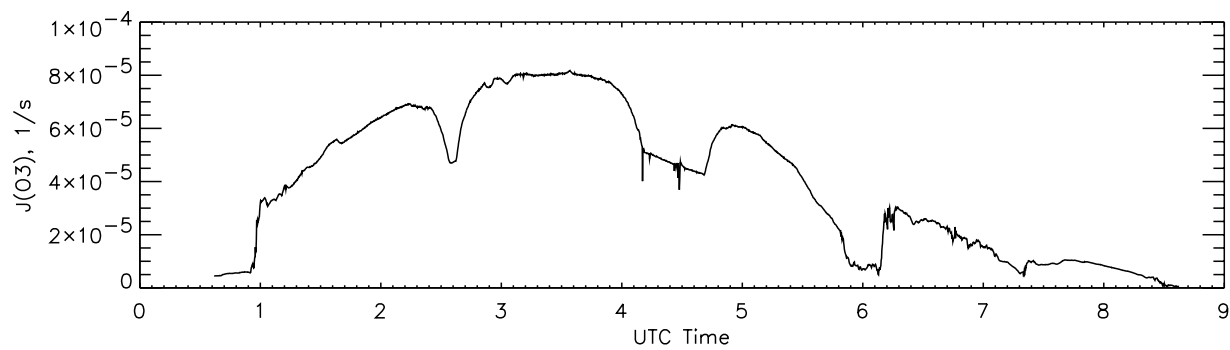
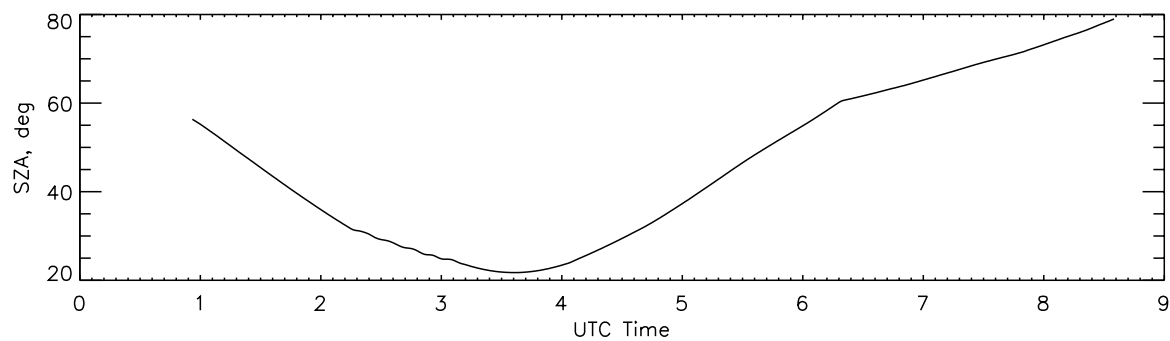
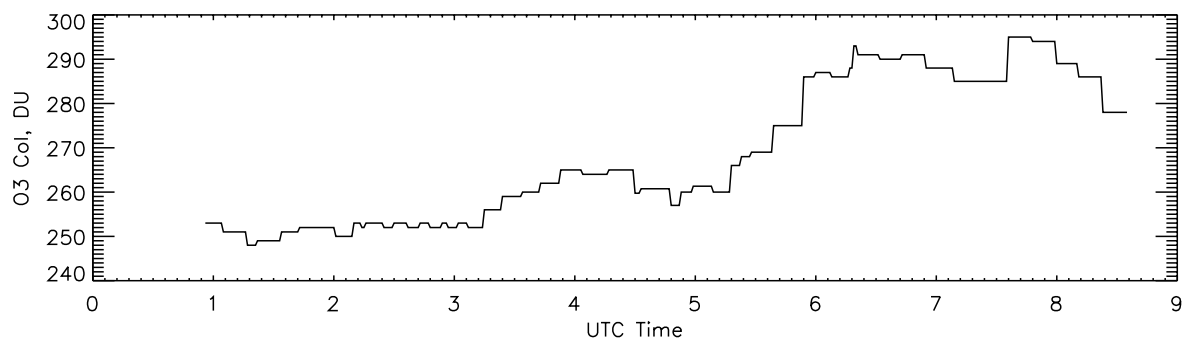
FINAL DATA: TRACE-P DC-8 Flight 11



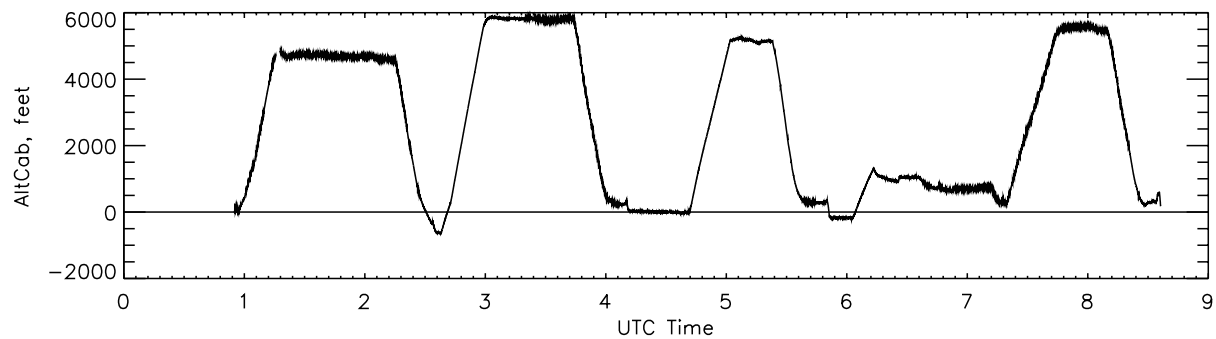
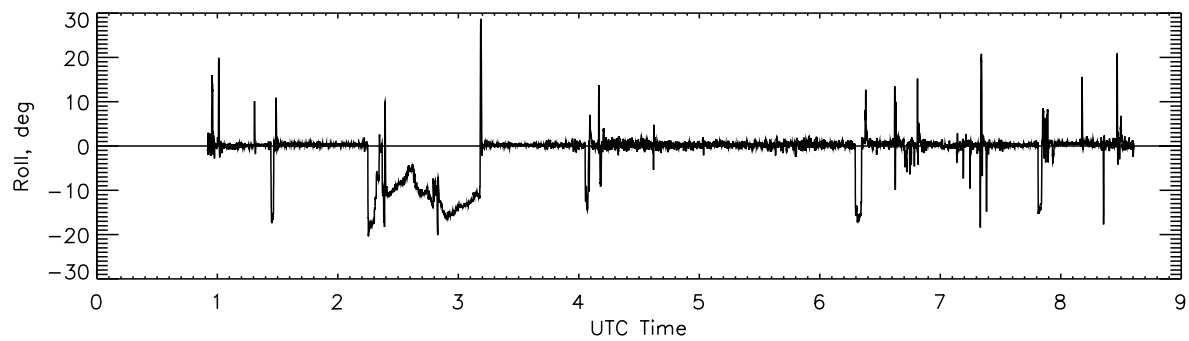
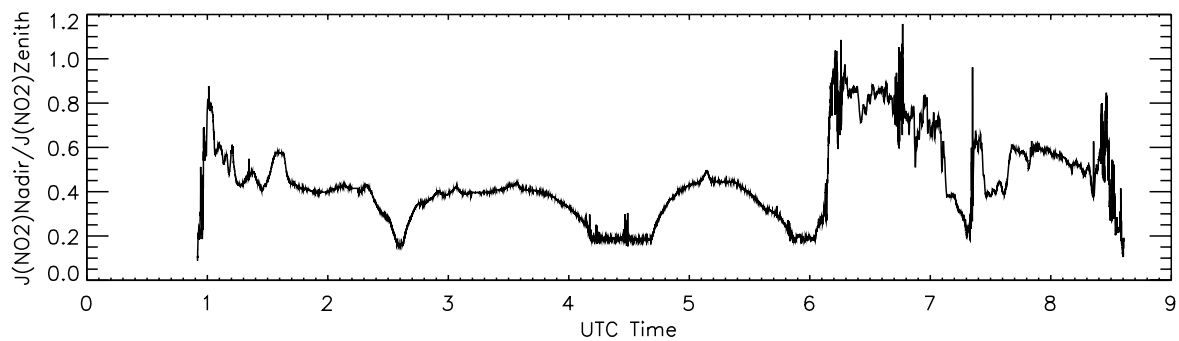
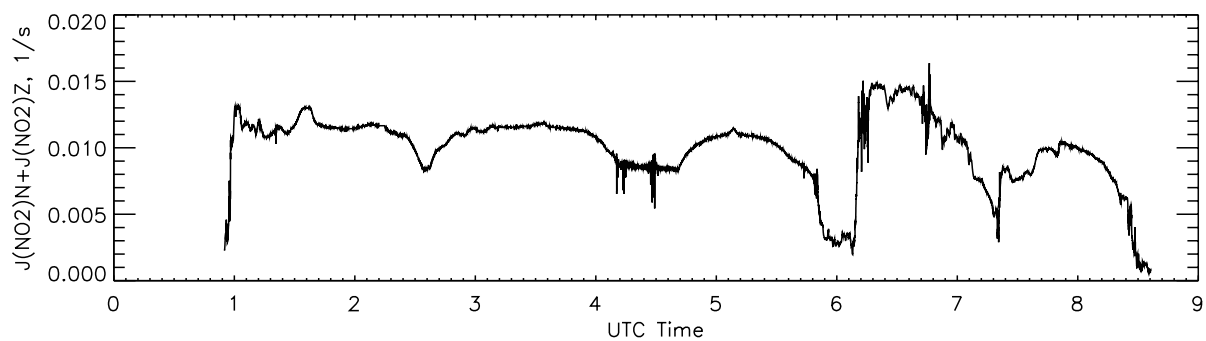
FINAL DATA: TRACE-P DC-8 Flight 11



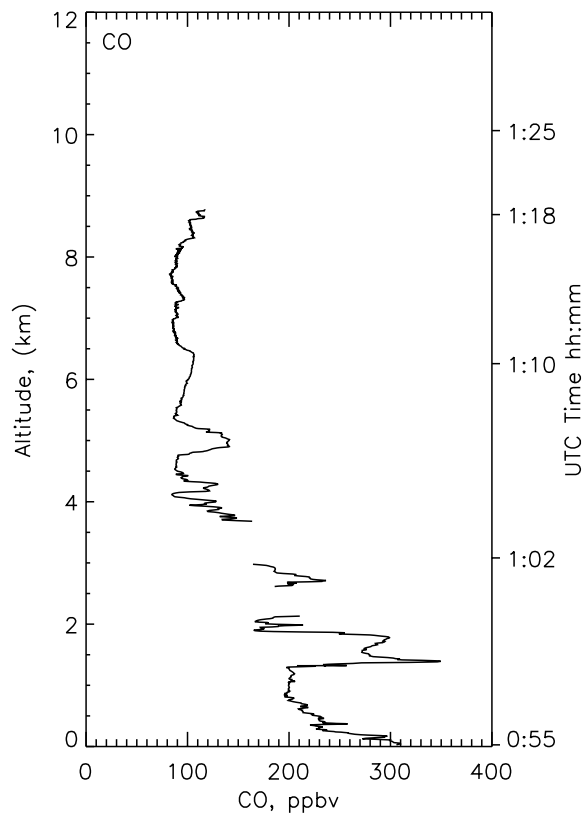
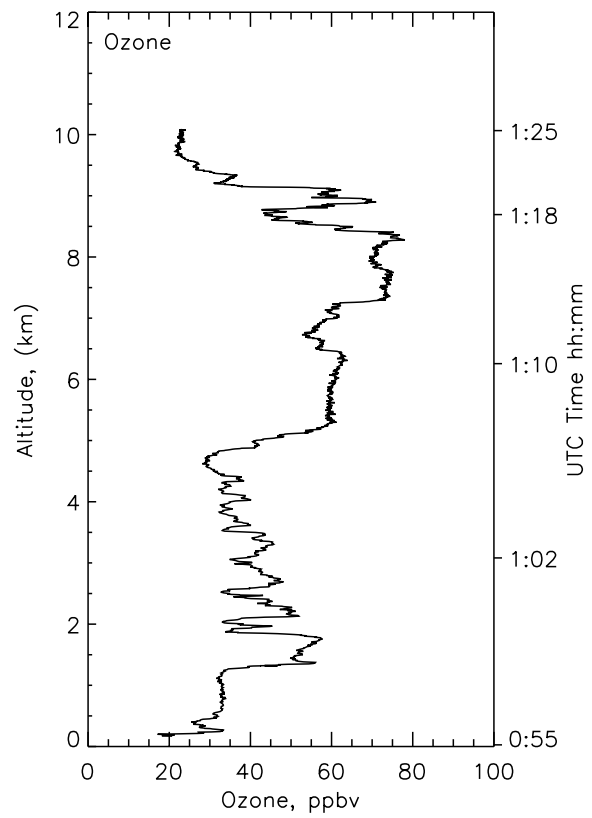
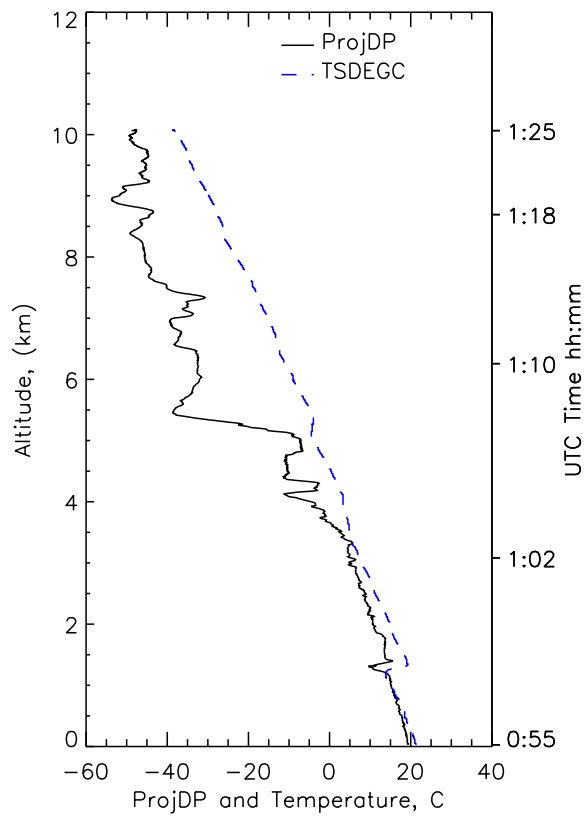
FINAL DATA: TRACE-P DC-8 Flight 11



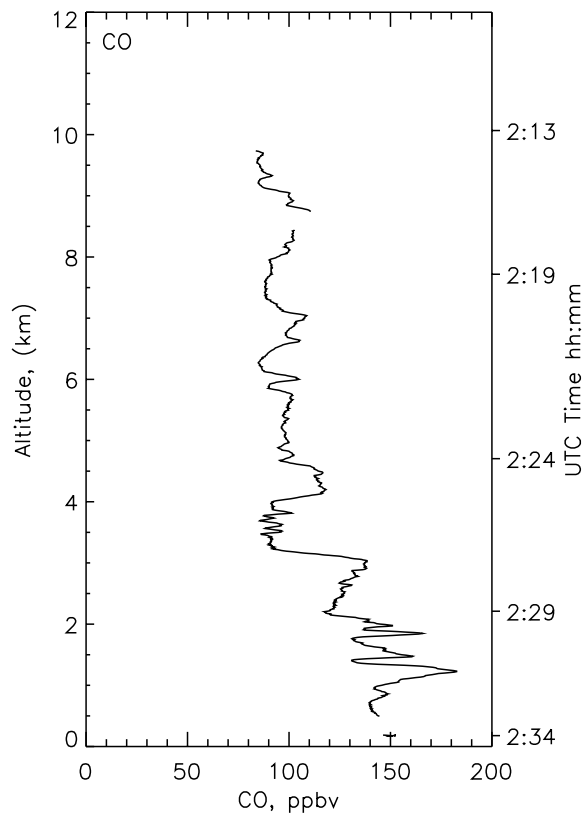
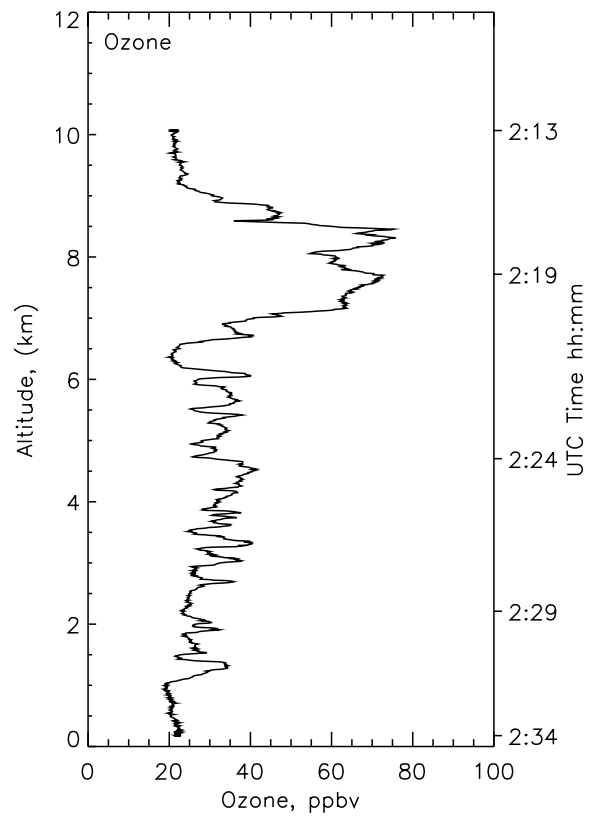
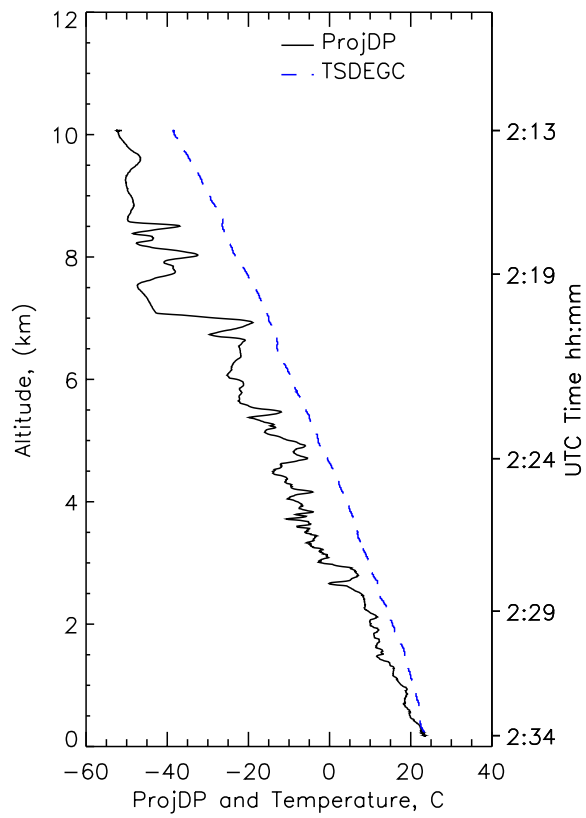
FINAL DATA: TRACE-P DC-8 Flight 11



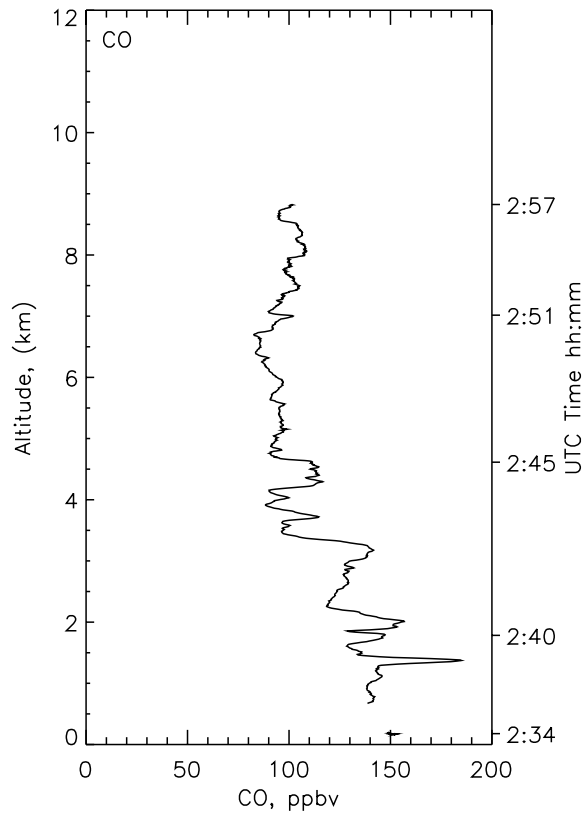
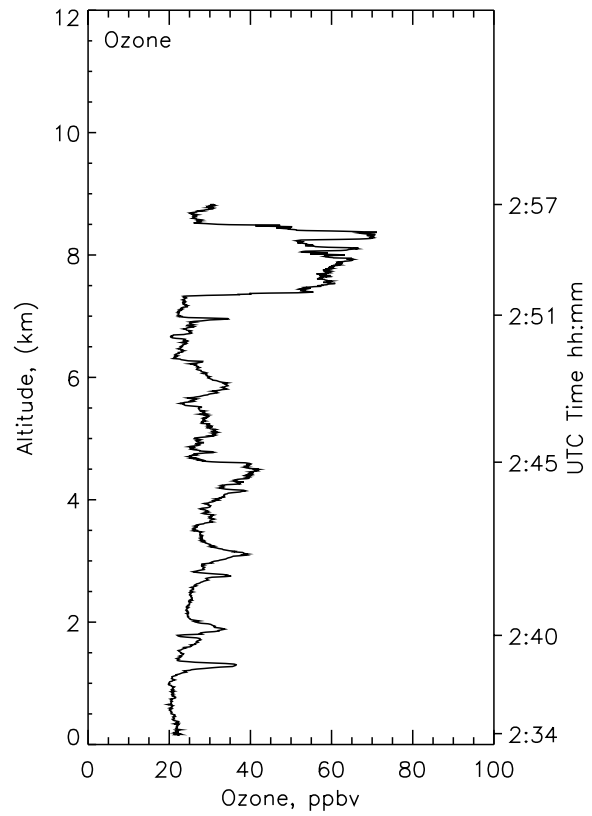
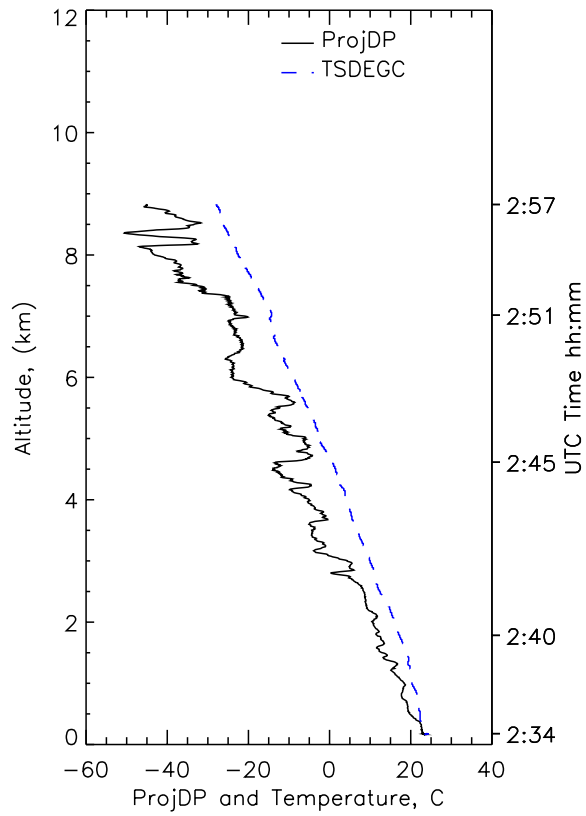
Profile #1 TRACE-P DC-8 Flight 11



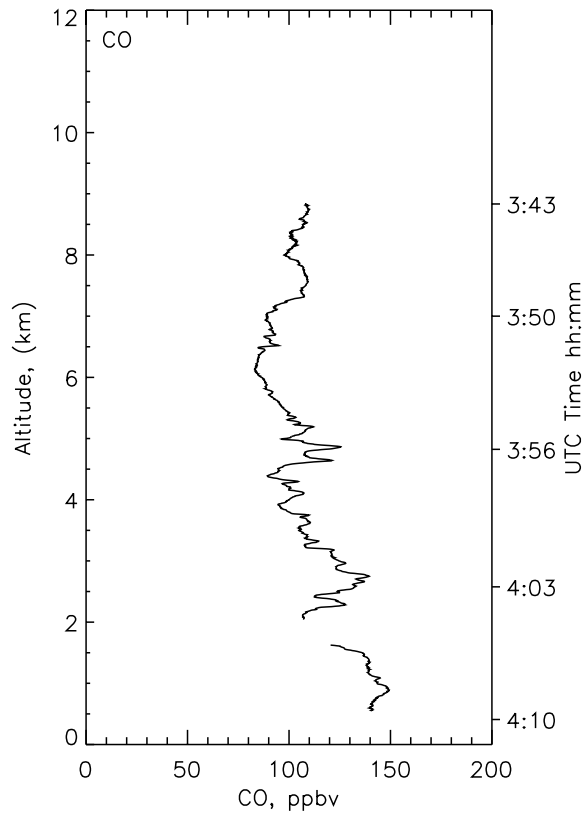
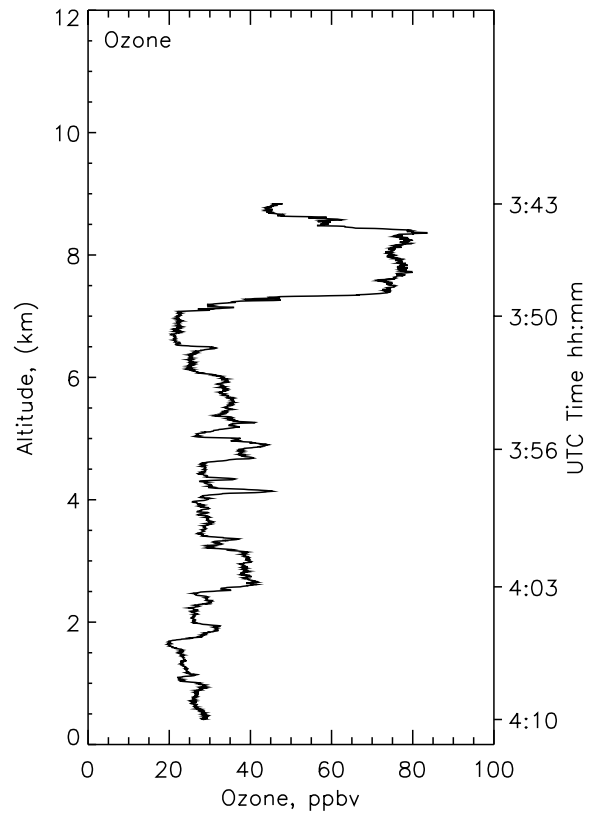
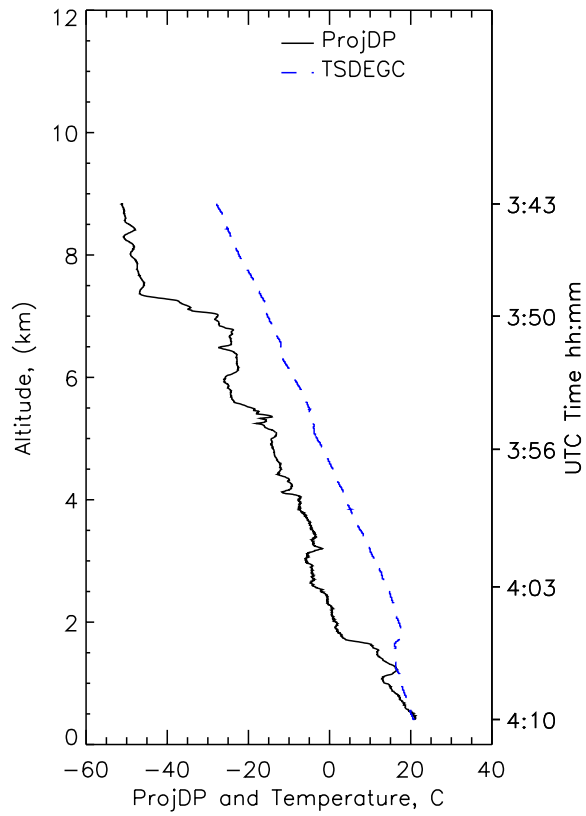
Profile #2 TRACE-P DC-8 Flight 11



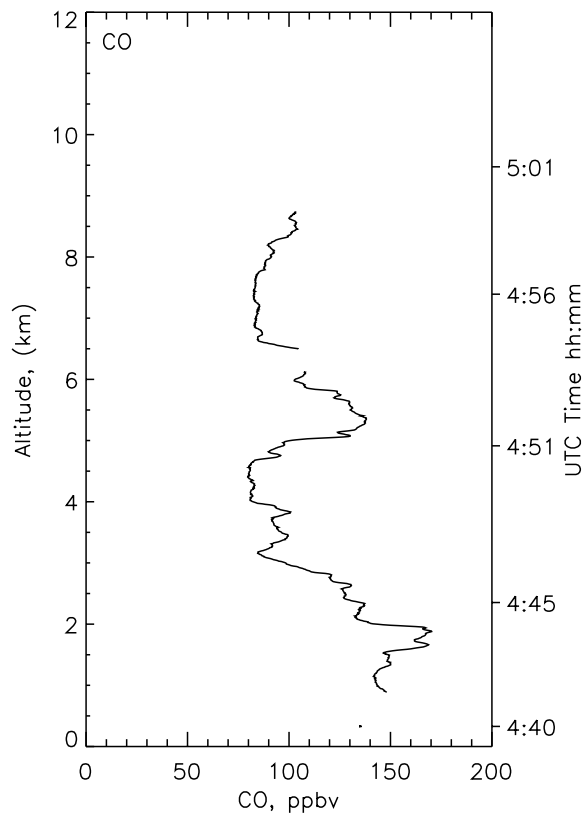
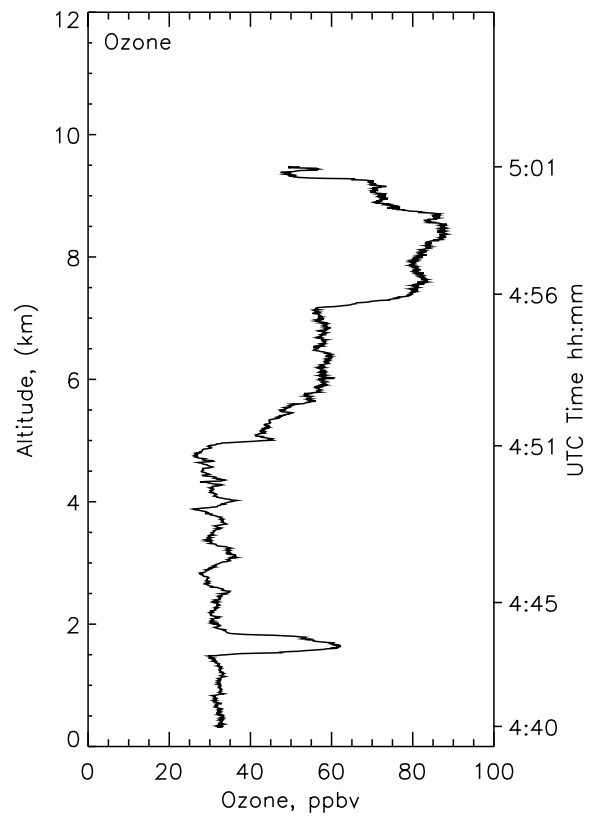
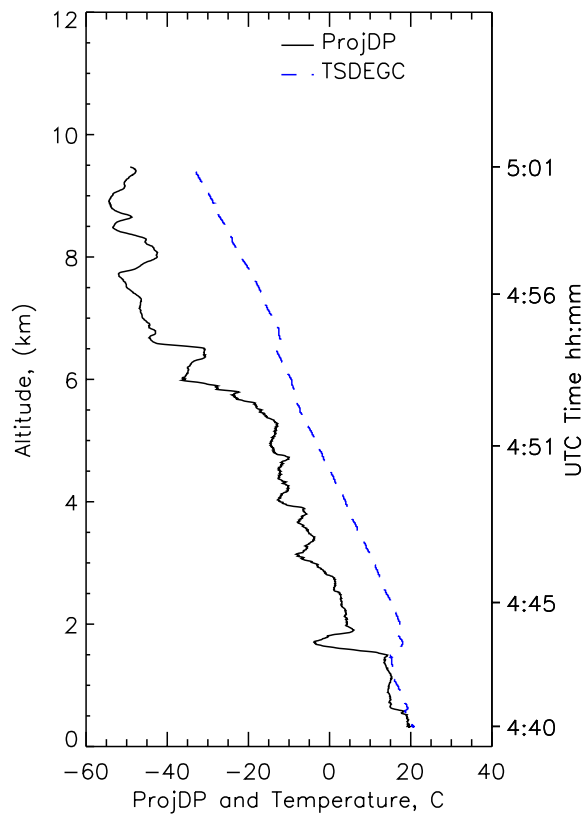
Profile #3 TRACE-P DC-8 Flight 11



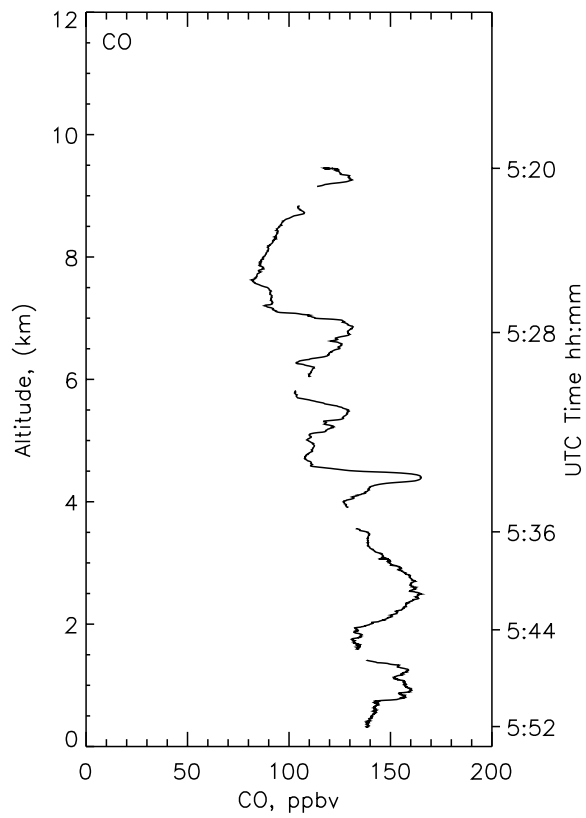
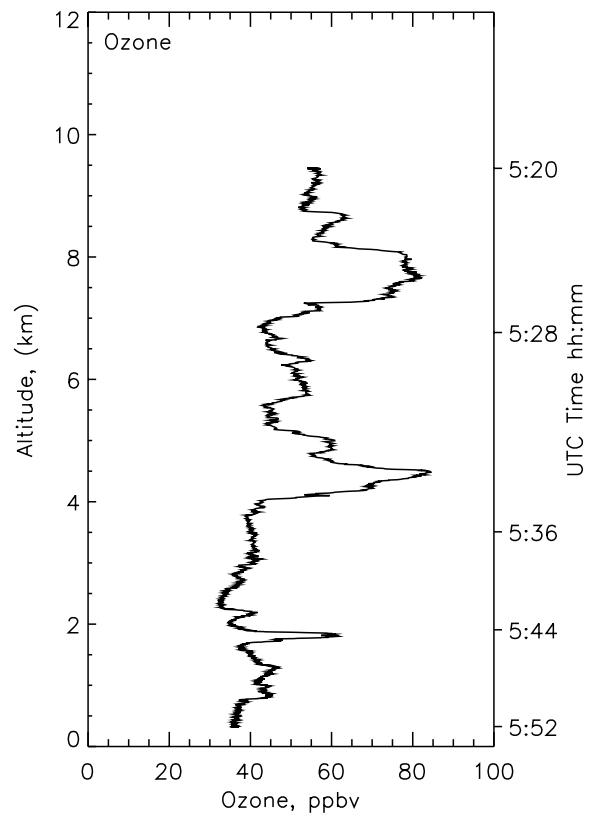
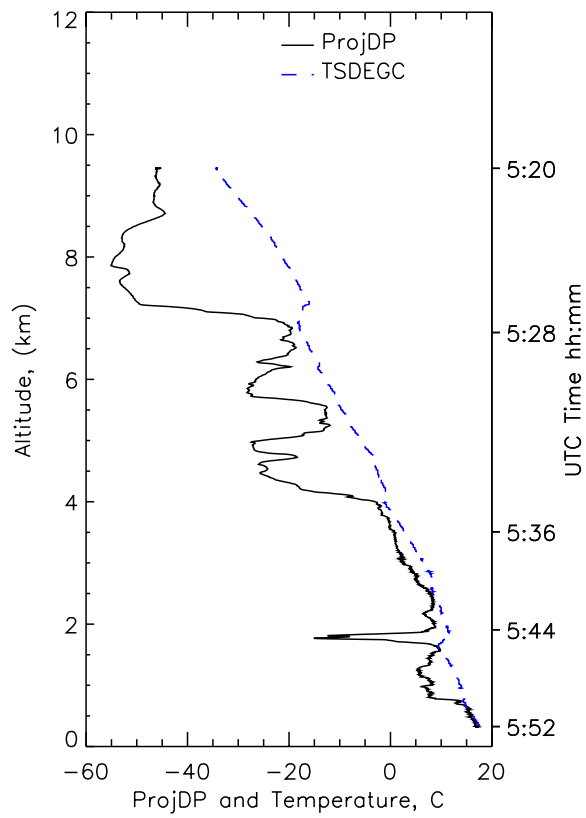
Profile #4 TRACE-P DC-8 Flight 11



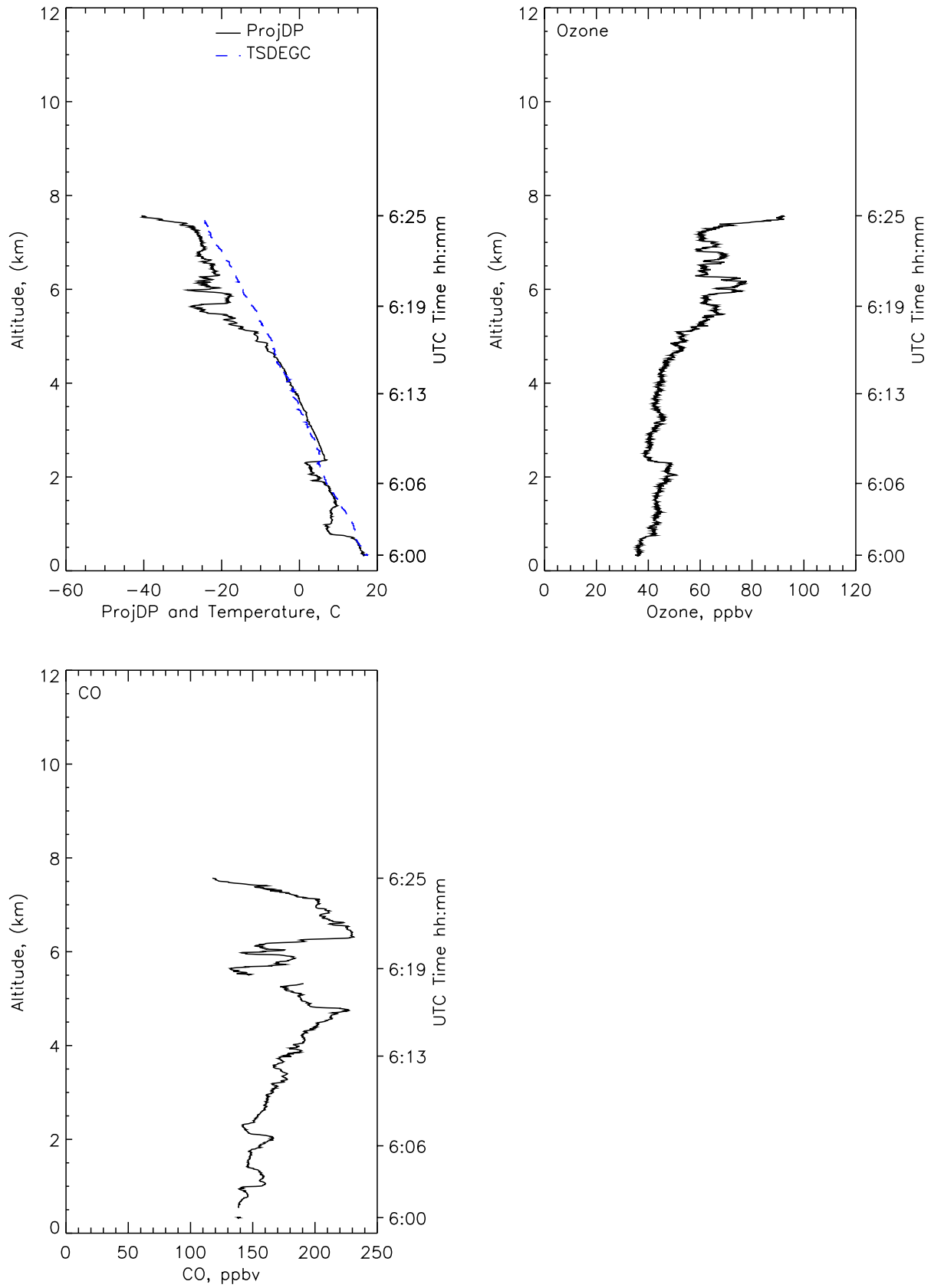
Profile #5 TRACE-P DC-8 Flight 11



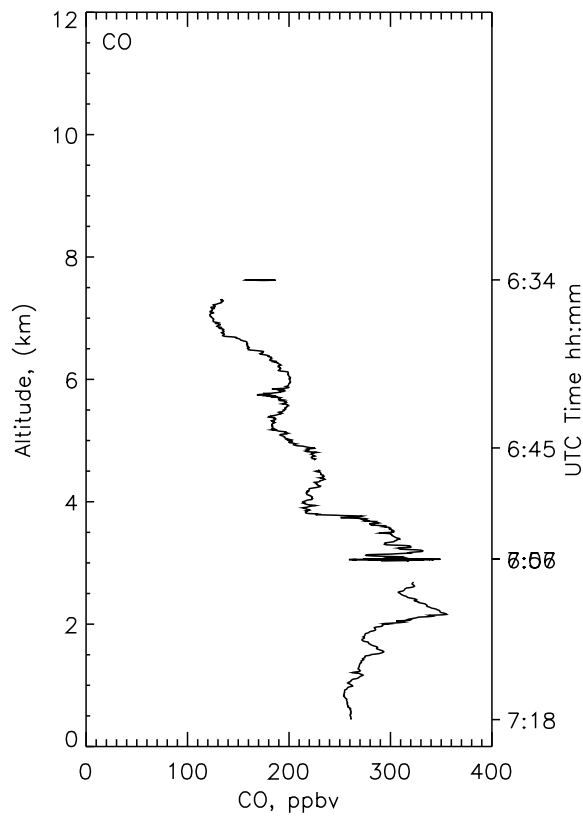
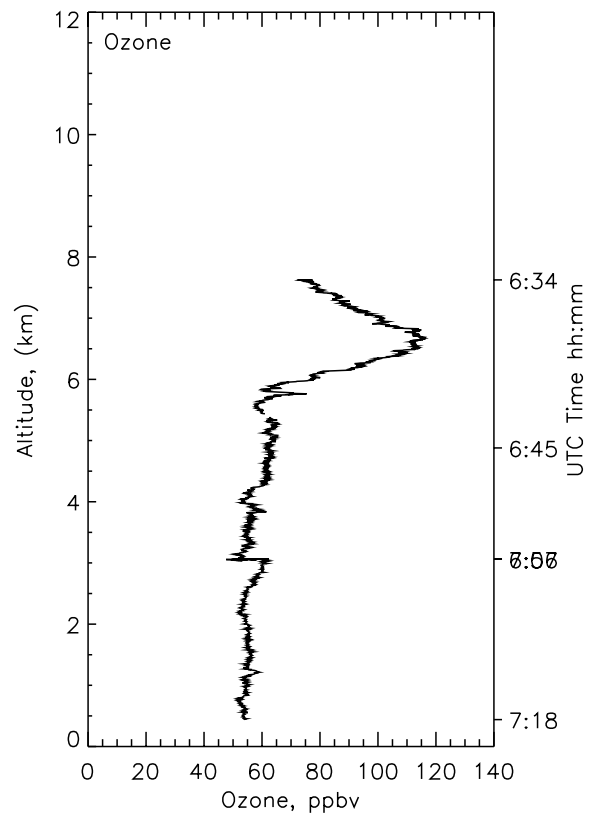
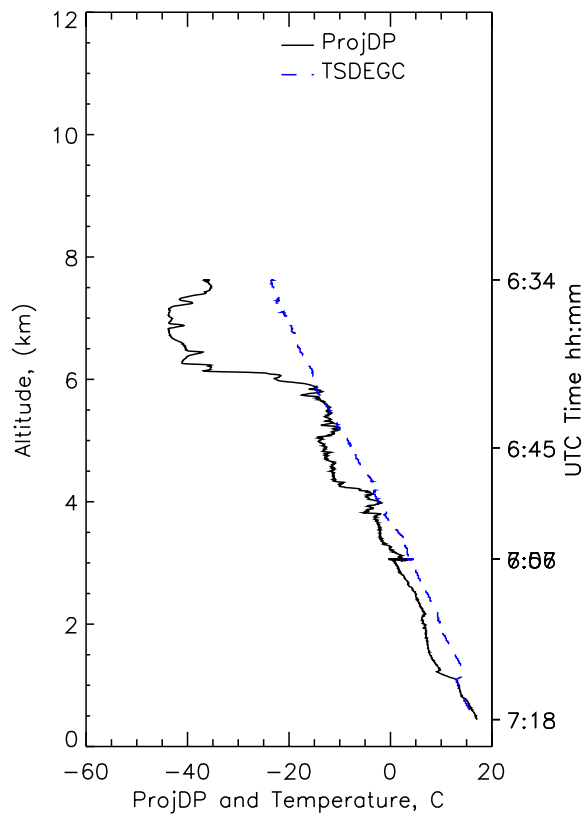
Profile #6 TRACE-P DC-8 Flight 11



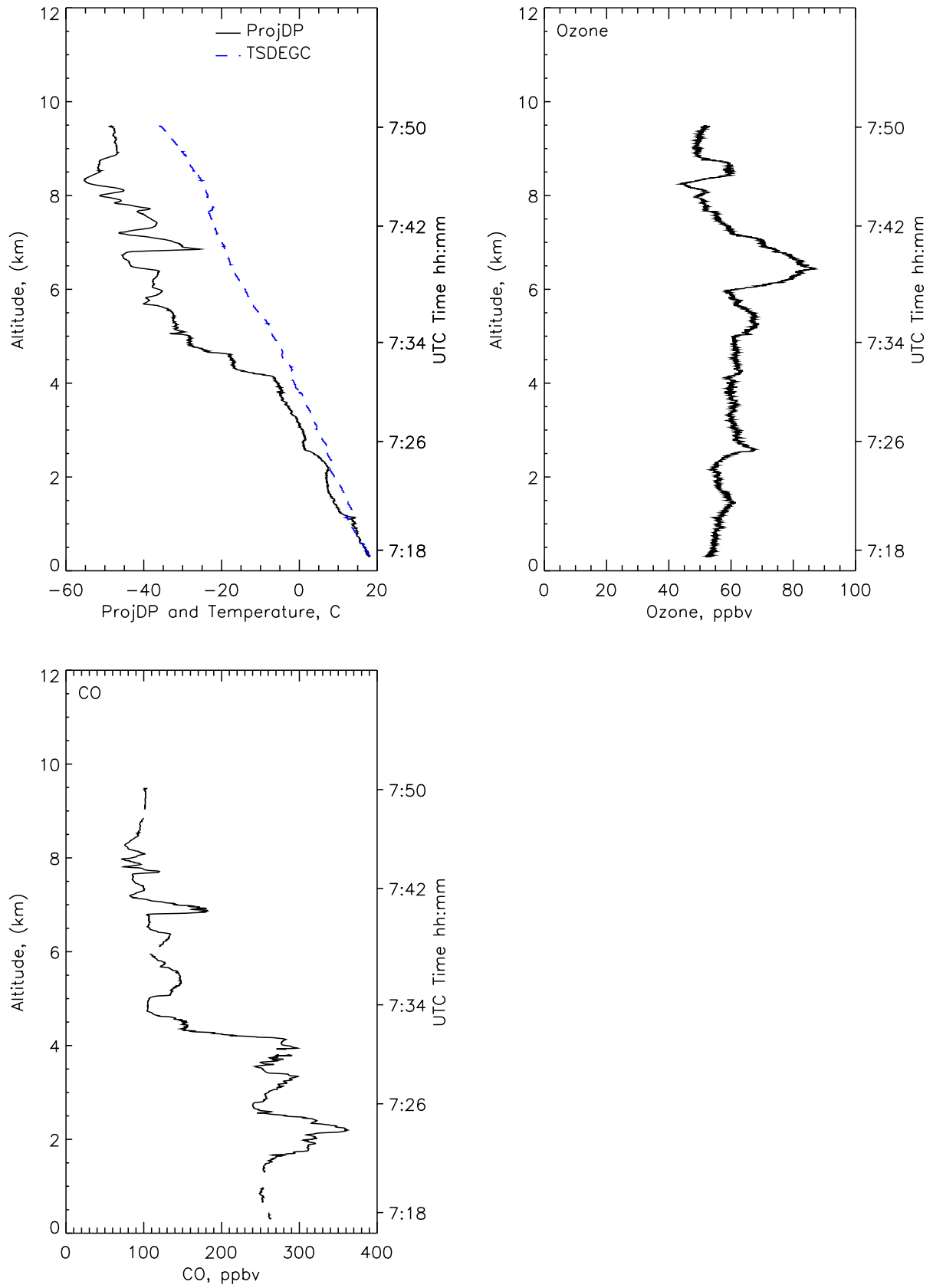
Profile #7 TRACE-P DC-8 Flight 11



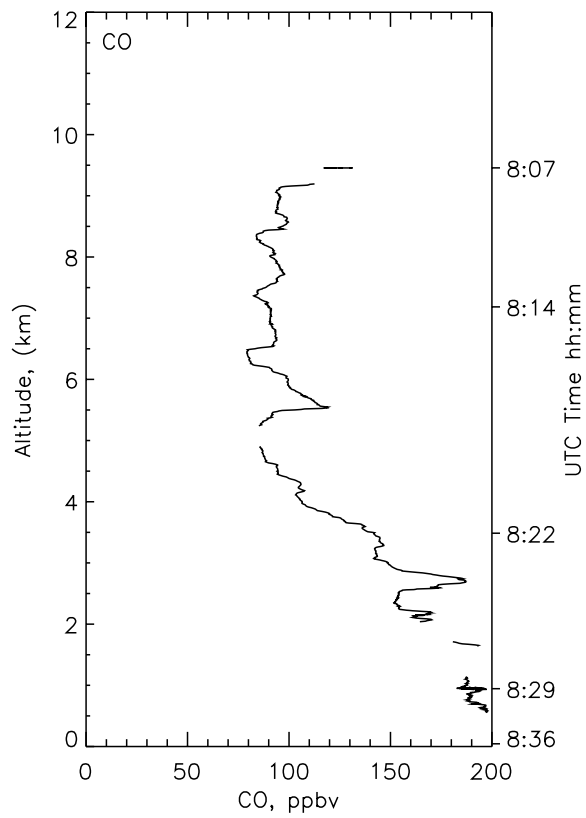
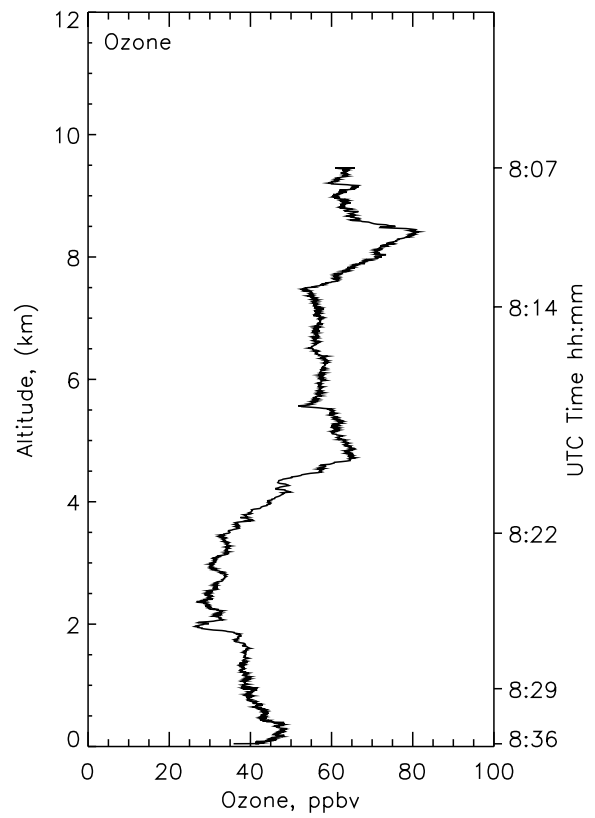
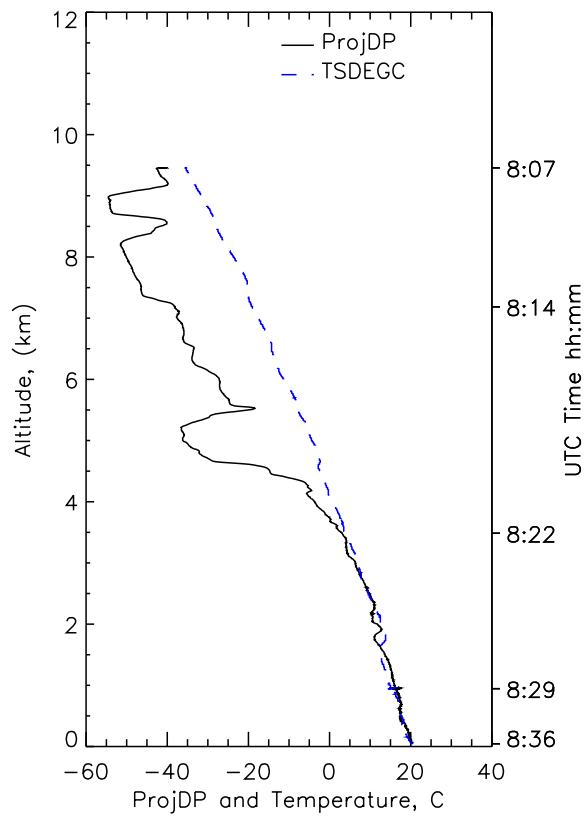
Profile #8 TRACE-P DC-8 Flight 11



Profile #9 TRACE-P DC-8 Flight 11



Profile #* TRACE-P DC-8 Flight 11



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

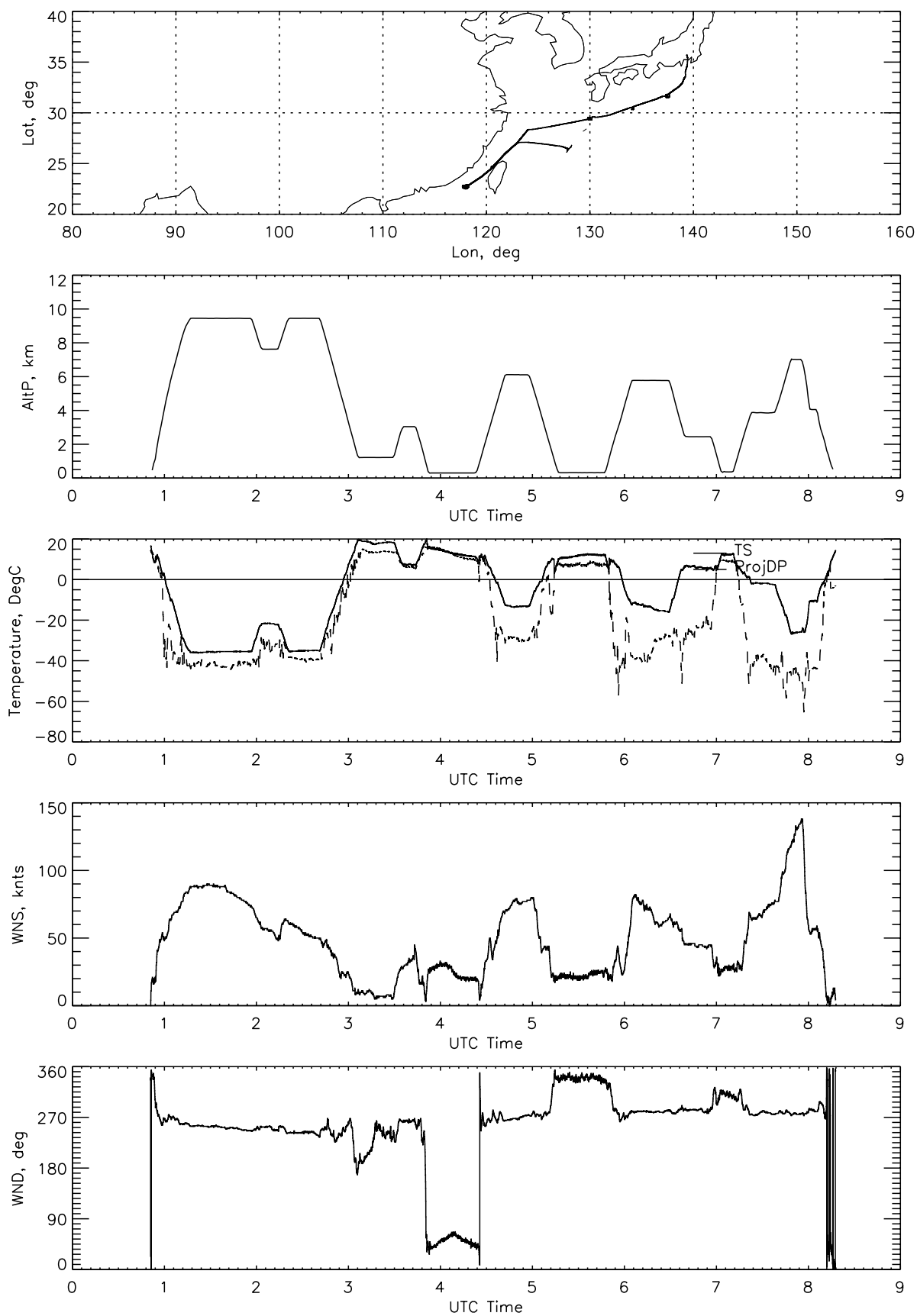
Flight 12D

Transit: Okinawa to Yokota AFB, Japan

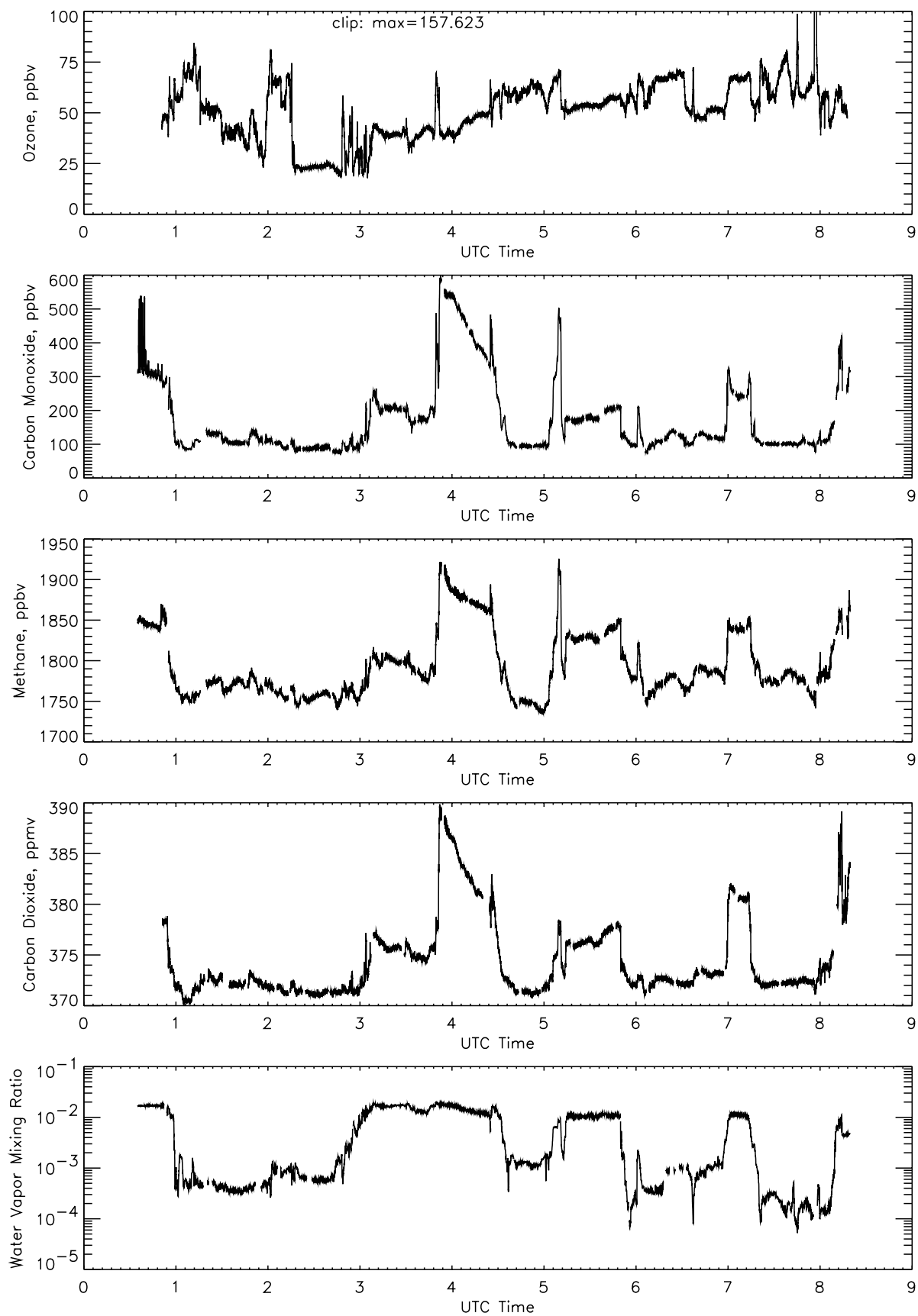
Formosa Strait and China Outflow

March 18, 2001

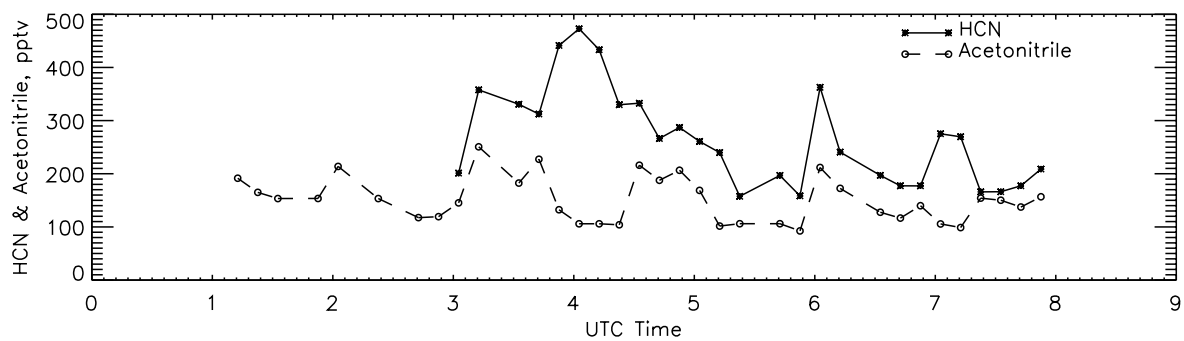
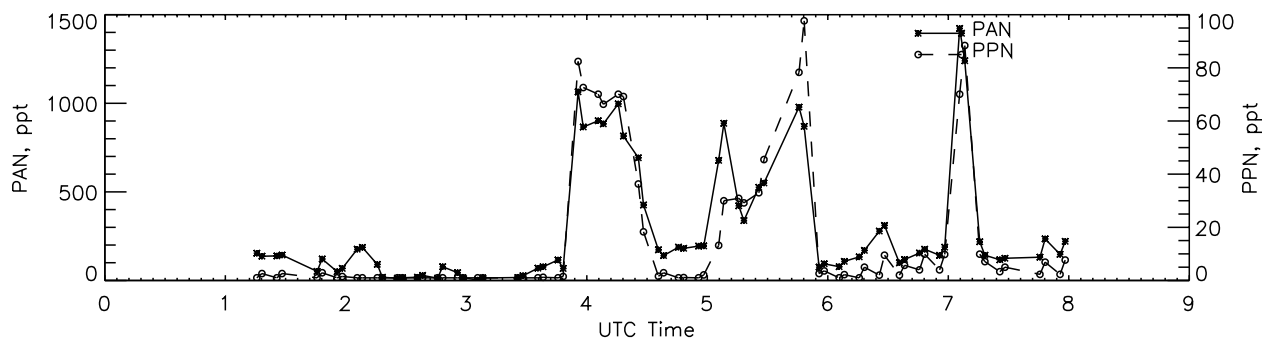
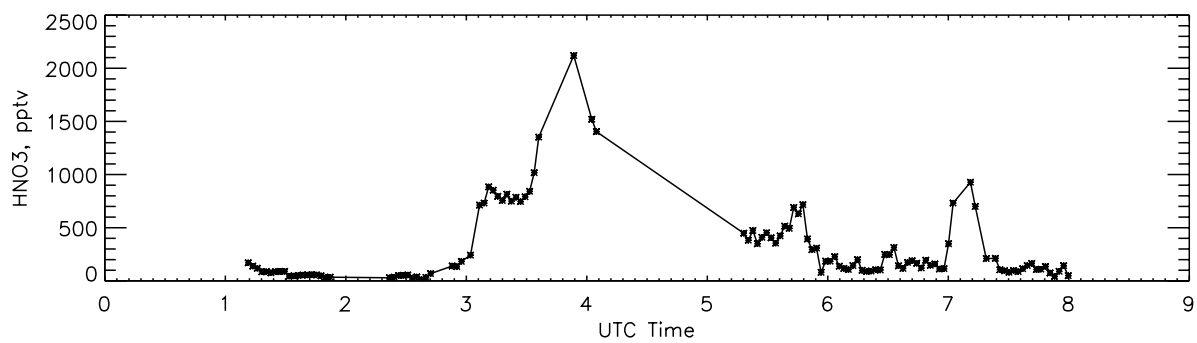
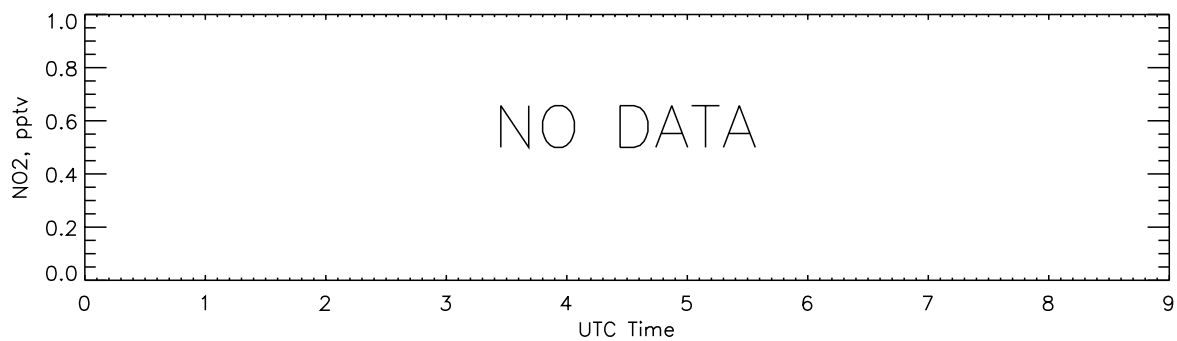
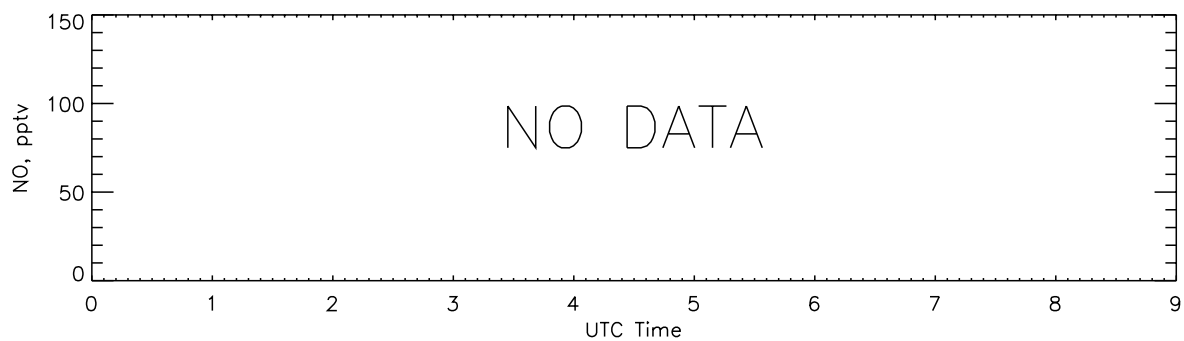
FINAL DATA: TRACE-P DC-8 Flight 12



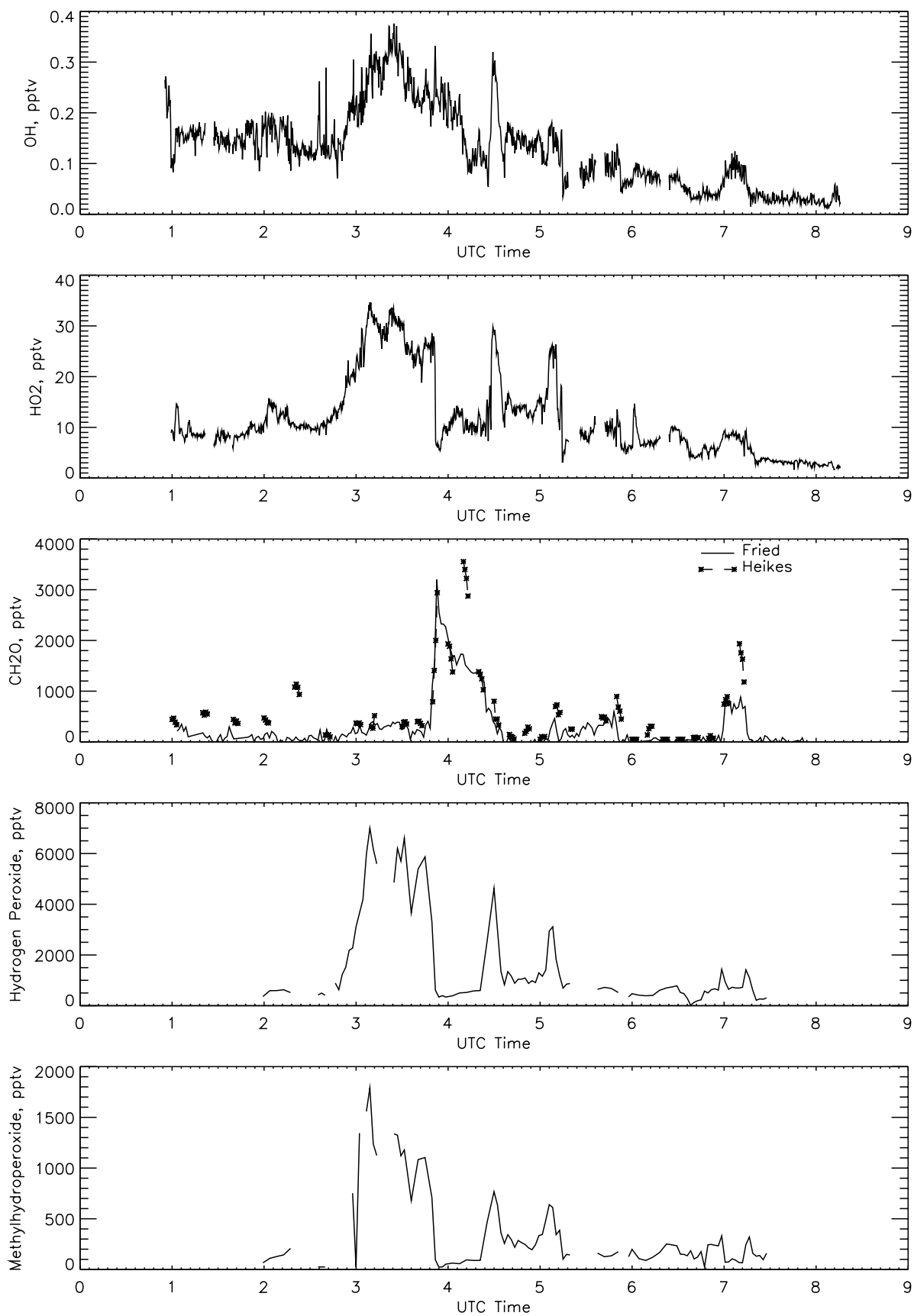
FINAL DATA: TRACE-P DC-8 Flight 12



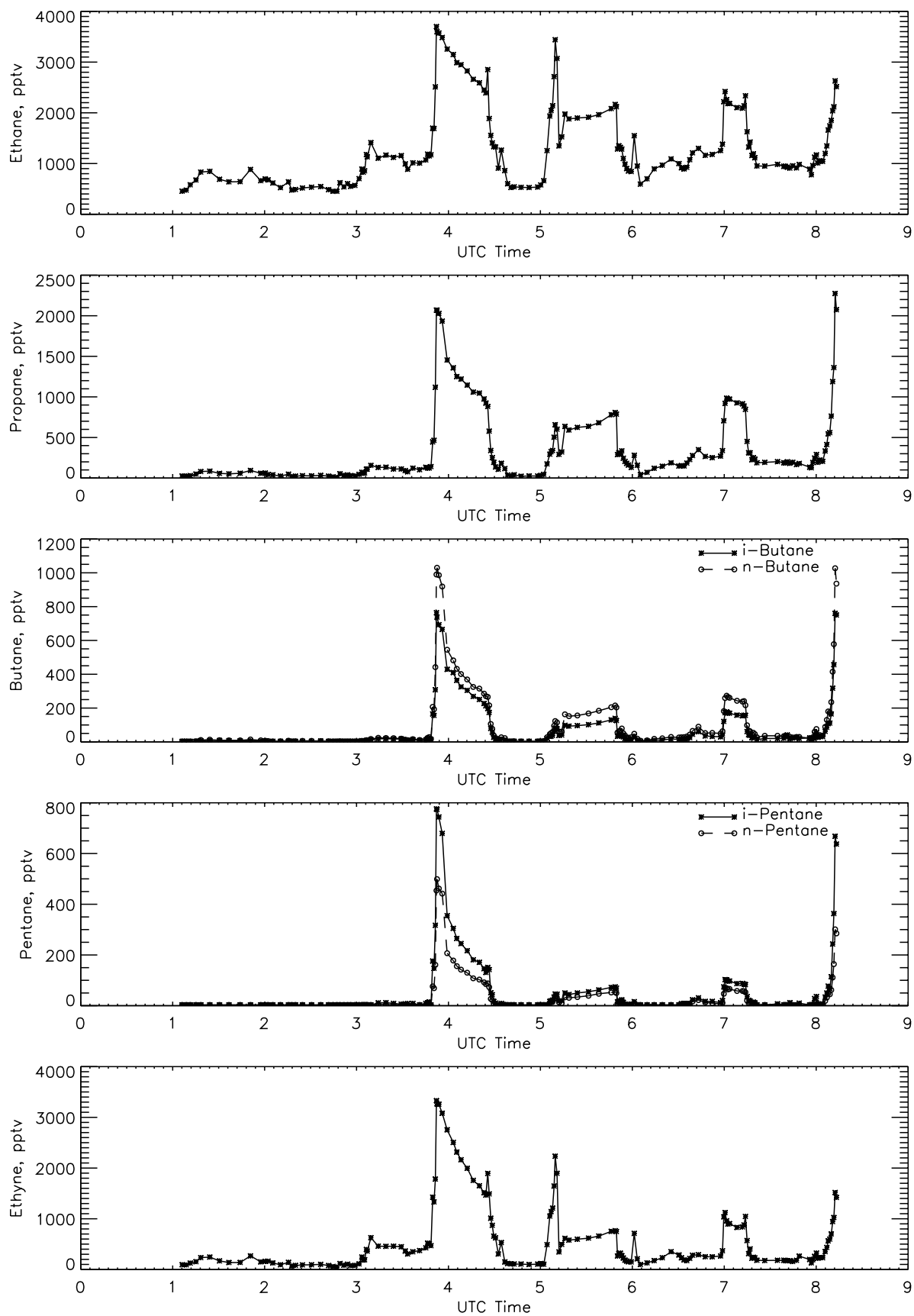
FINAL DATA: TRACE-P DC-8 Flight 12



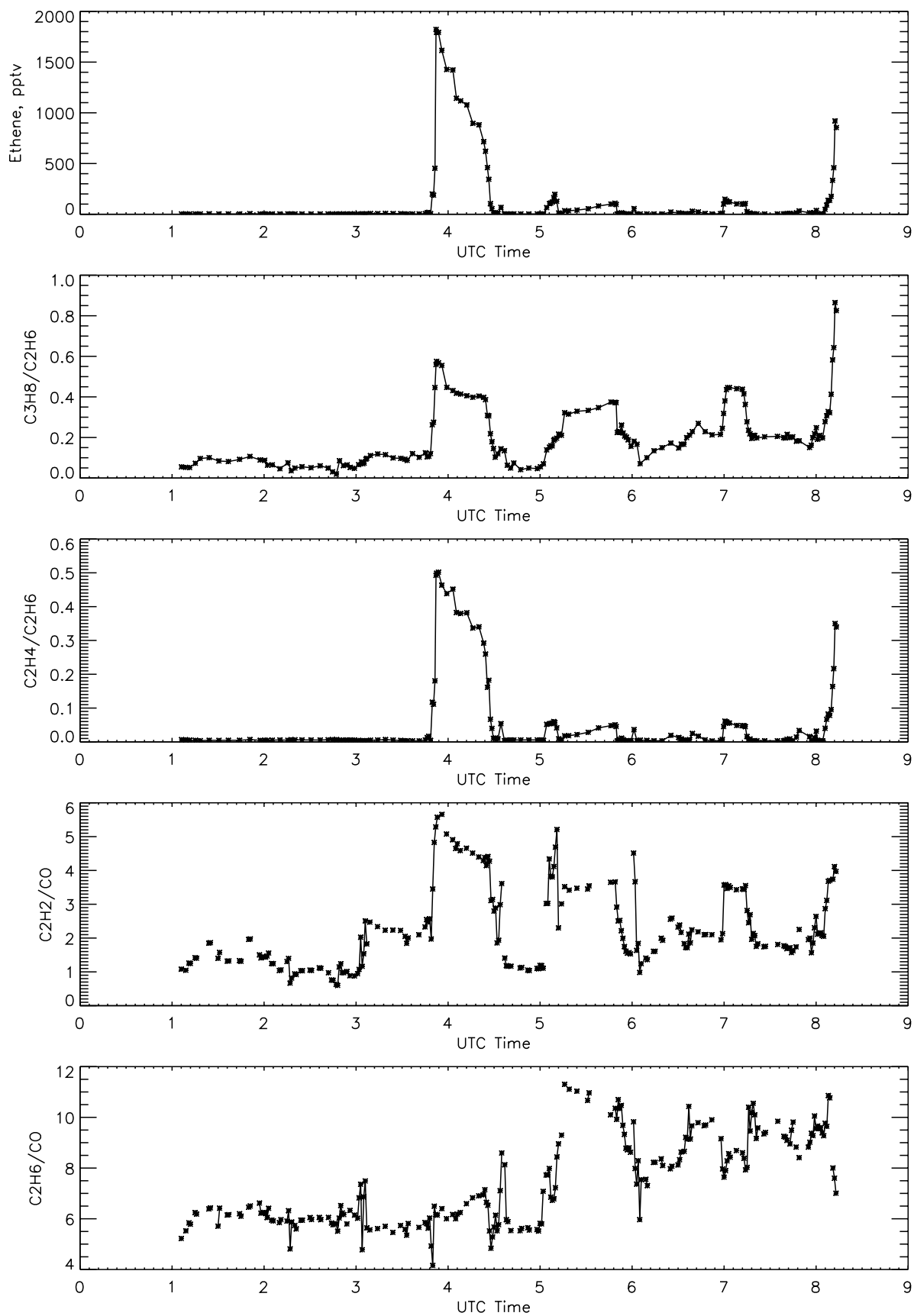
FINAL DATA: TRACE-P DC-8 Flight 12



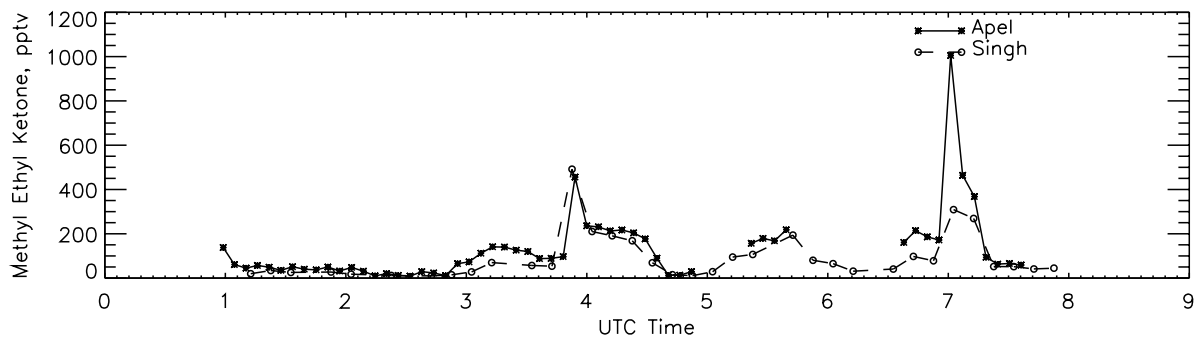
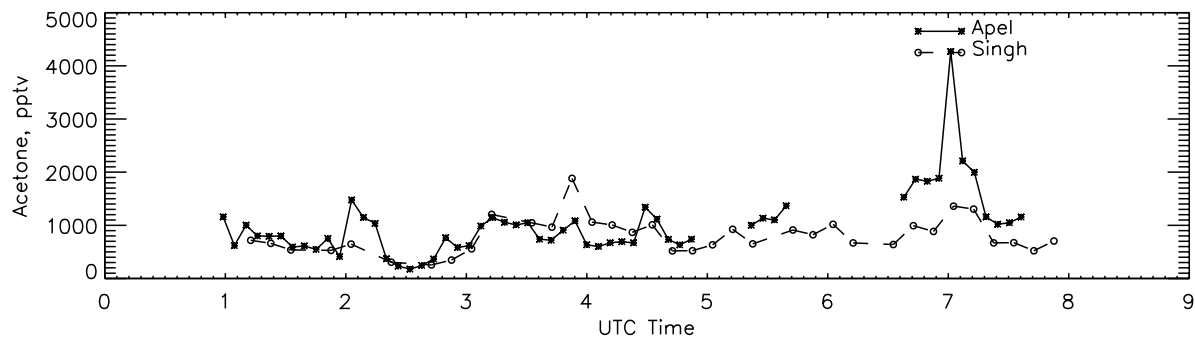
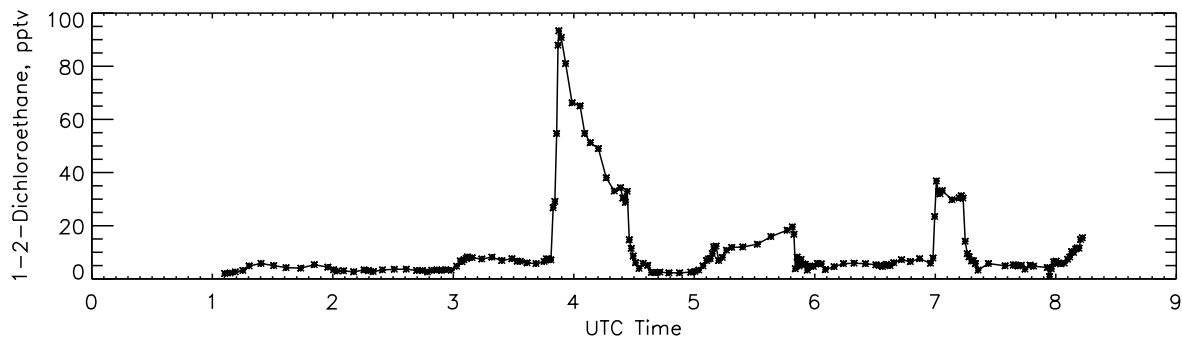
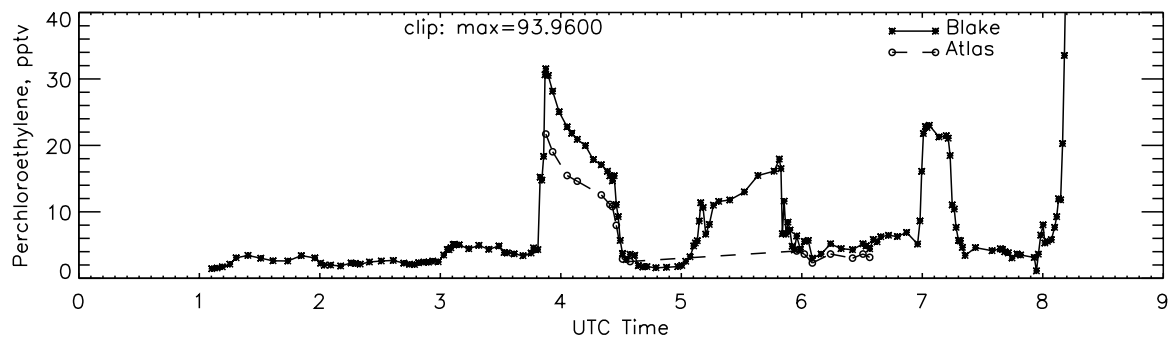
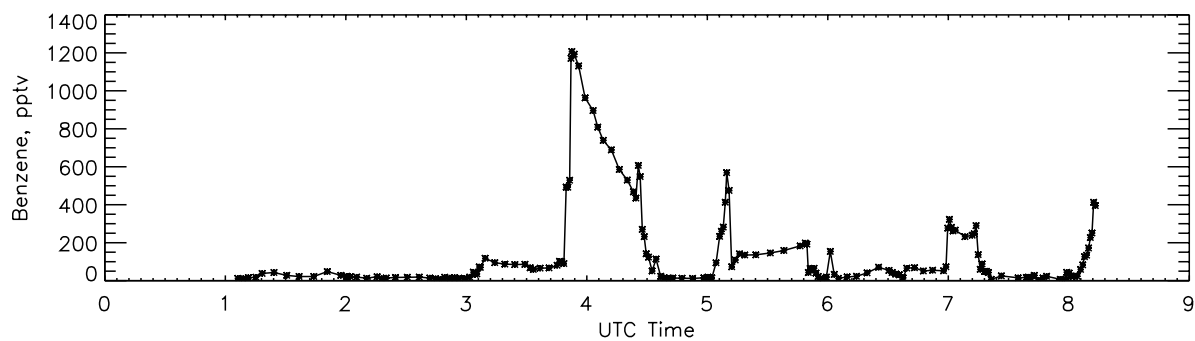
FINAL DATA: TRACE-P DC-8 Flight 12



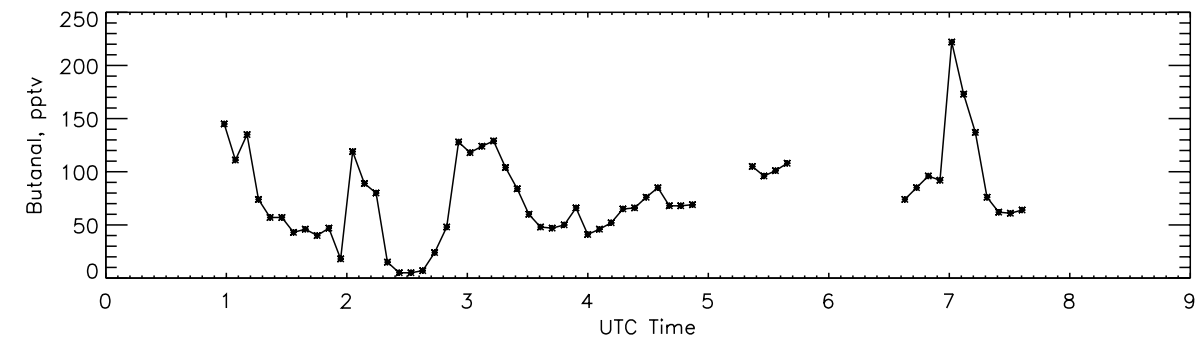
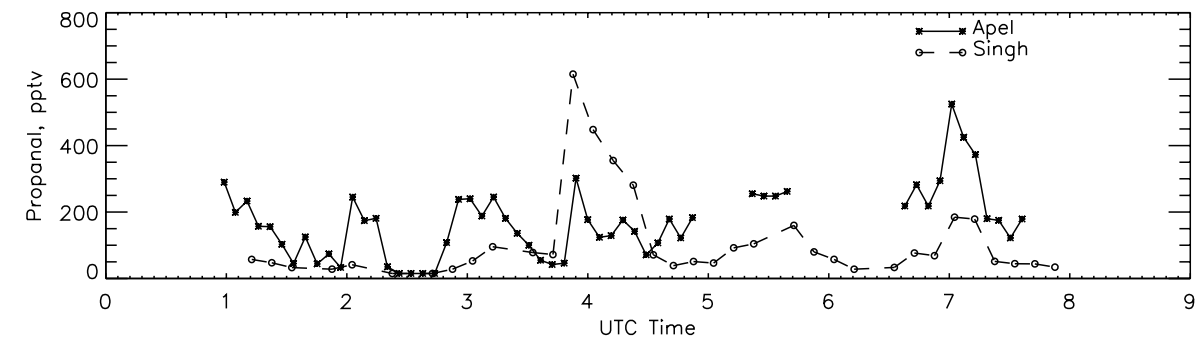
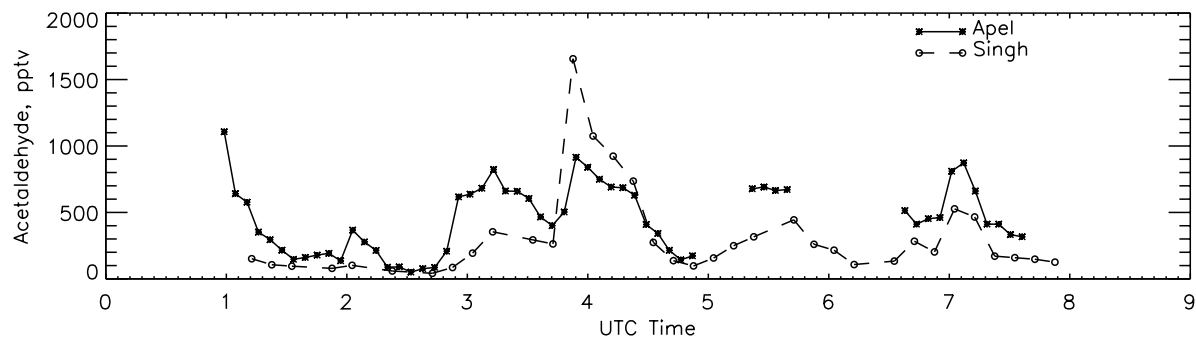
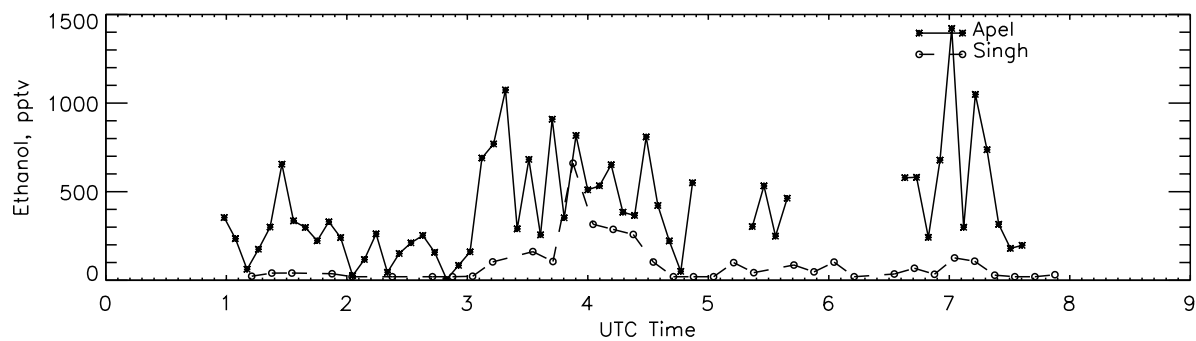
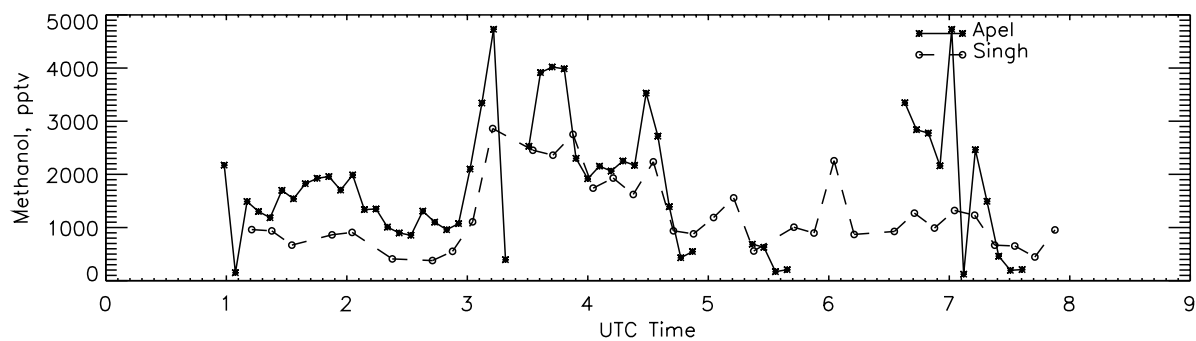
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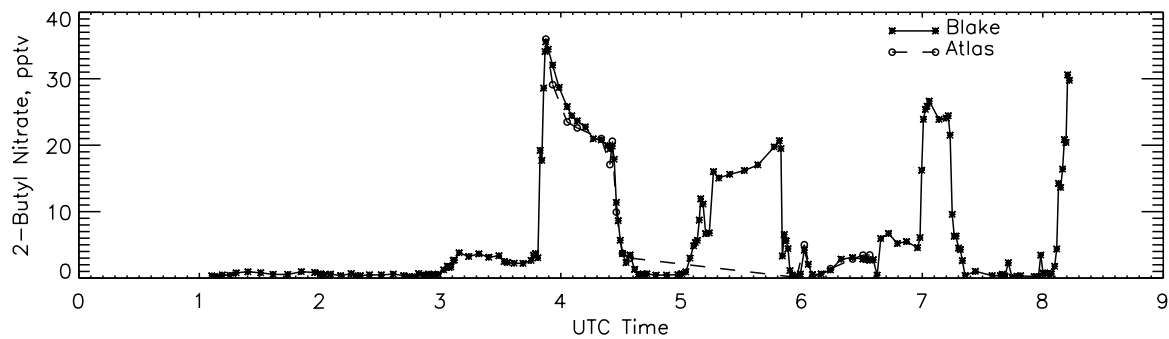
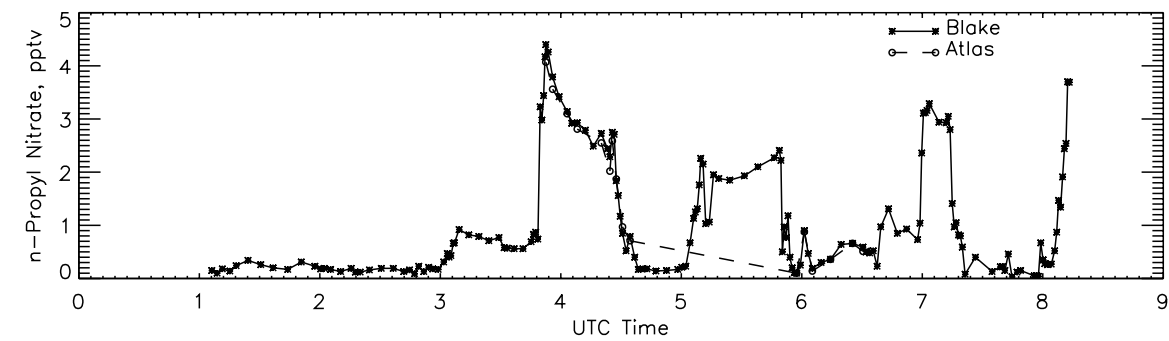
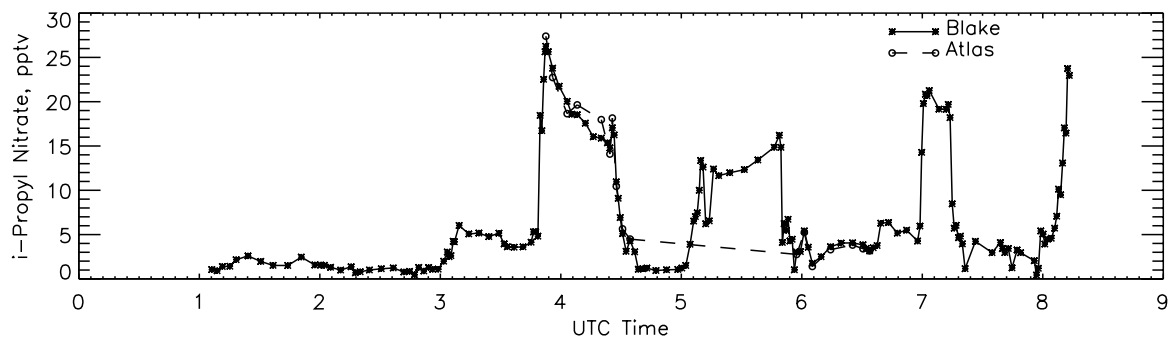
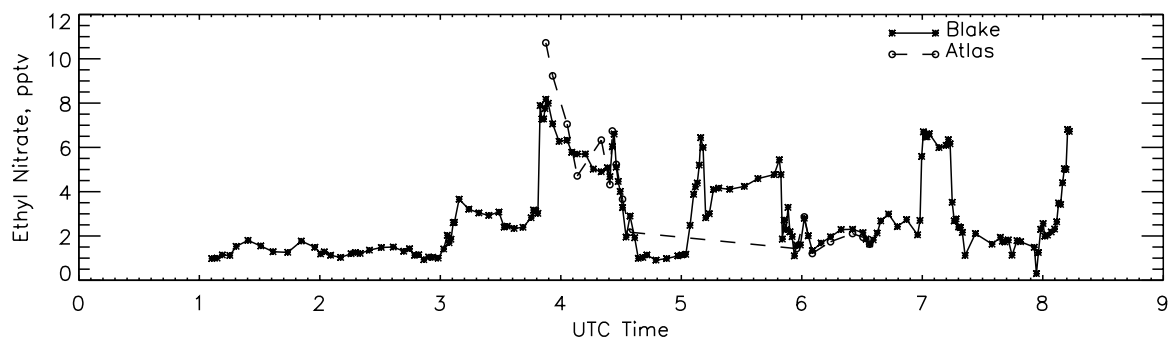
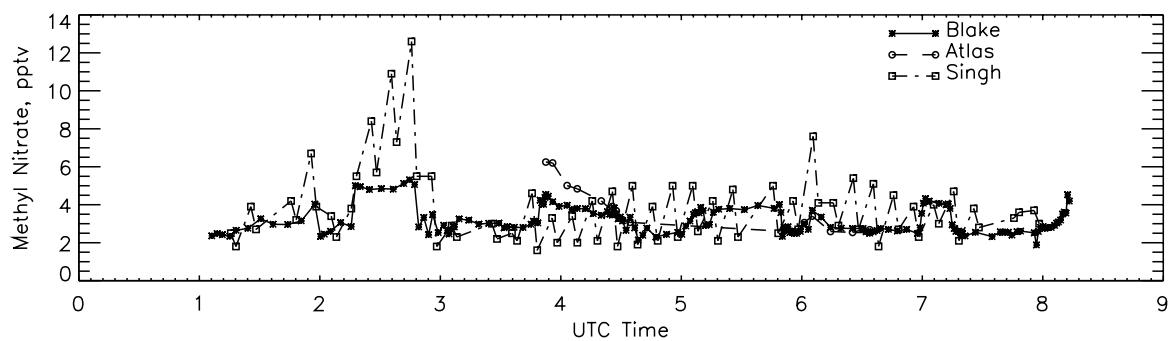
FINAL DATA: TRACE-P DC-8 Flight 12



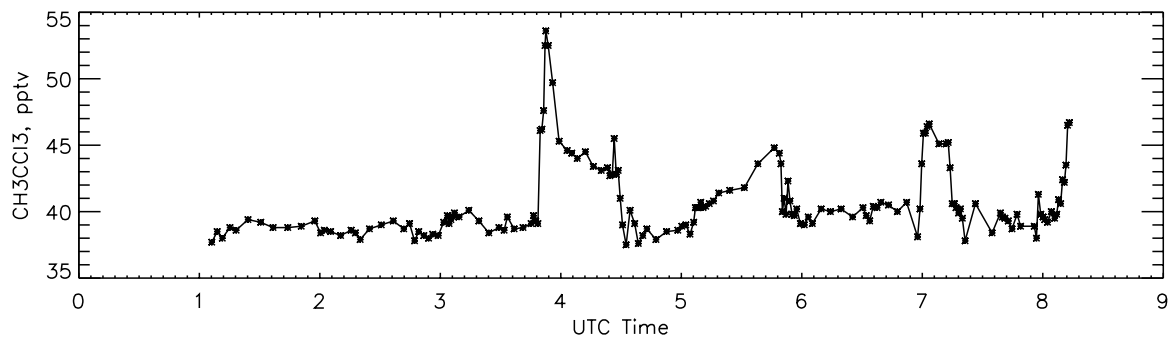
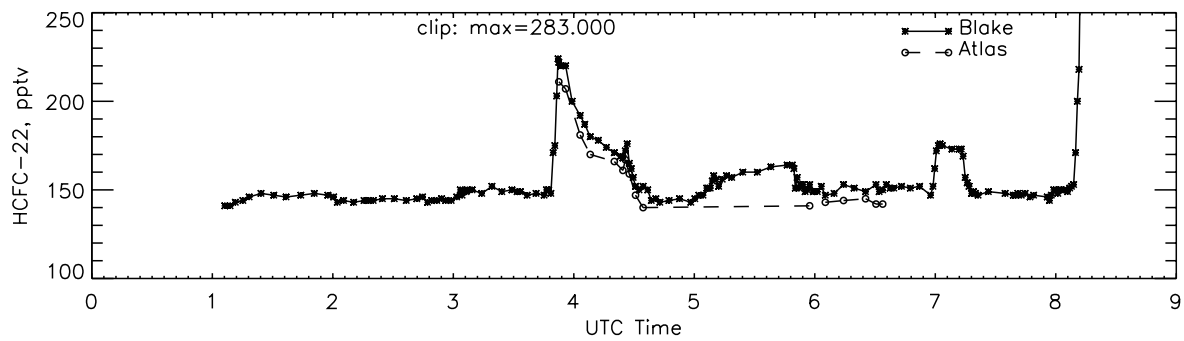
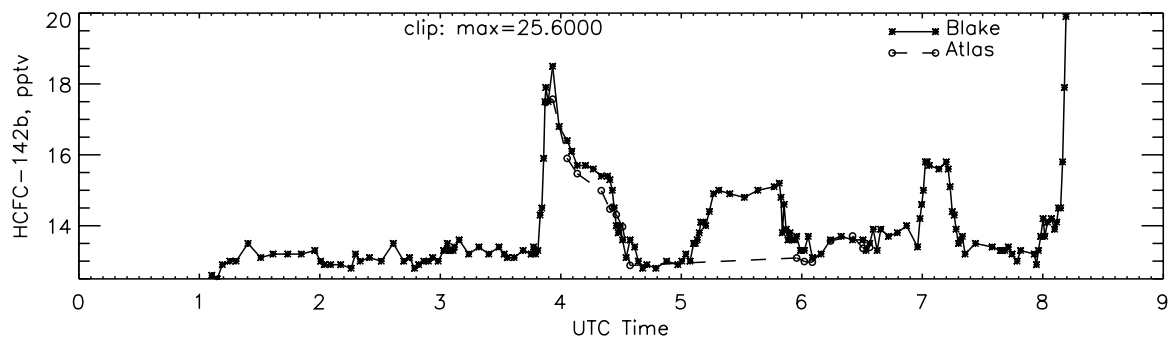
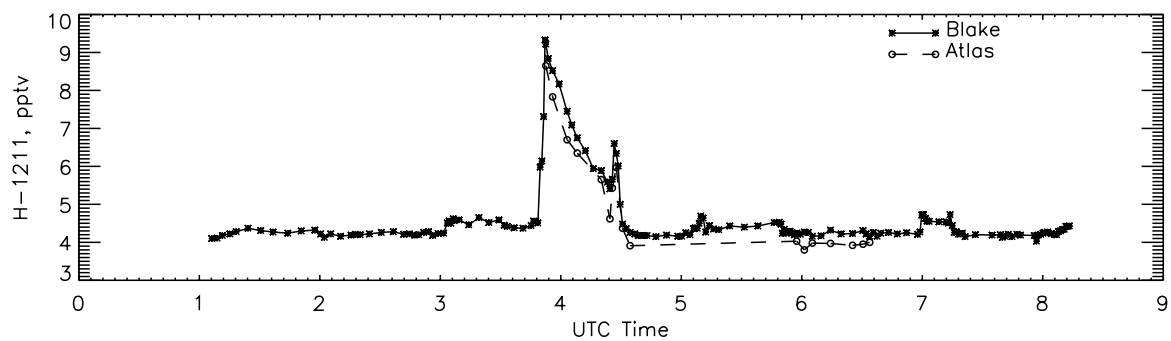
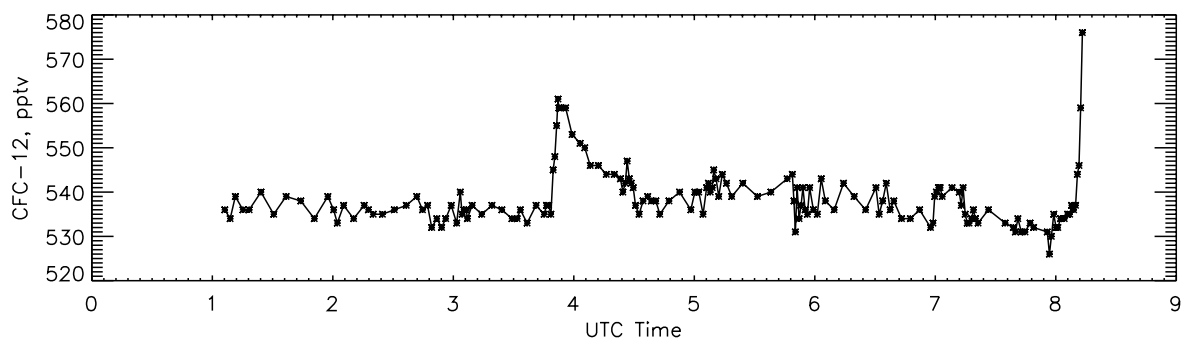
FINAL DATA: TRACE-P DC-8 Flight 12



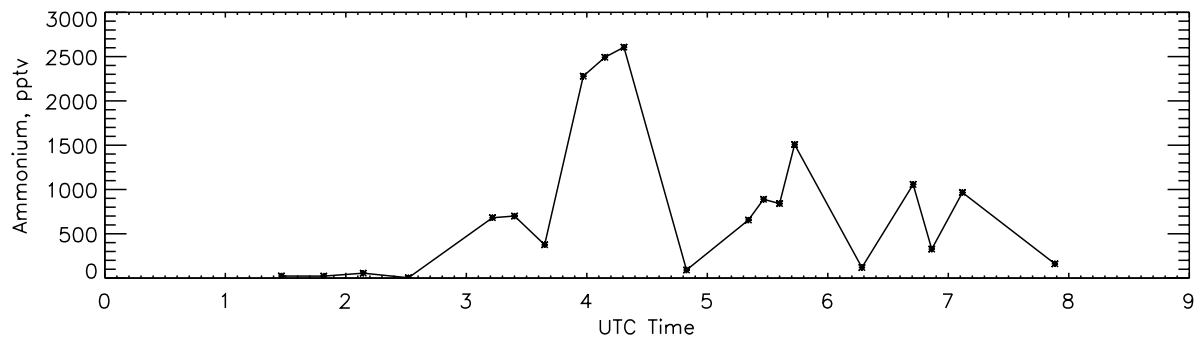
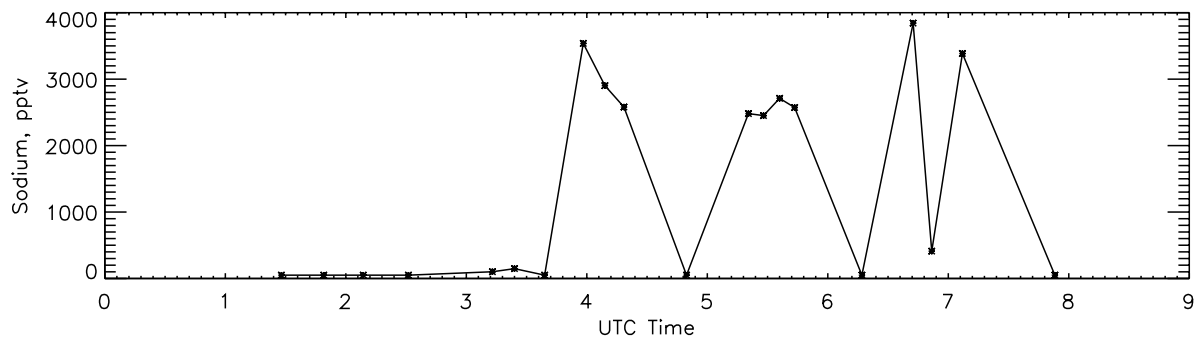
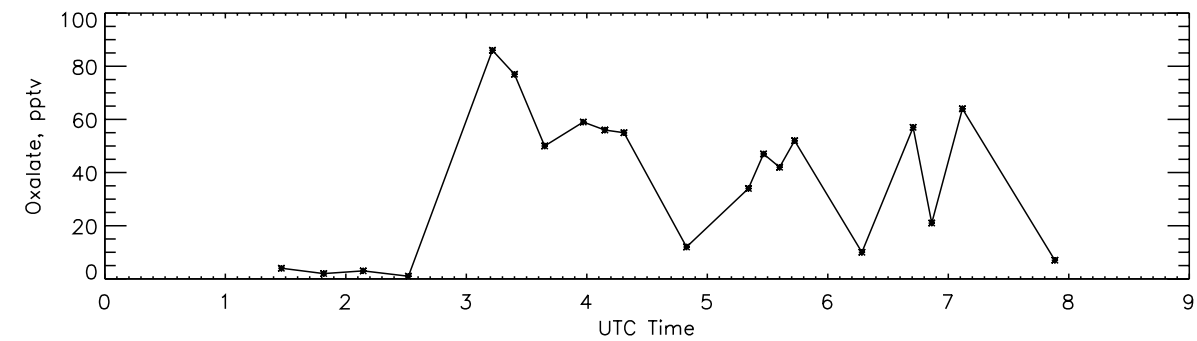
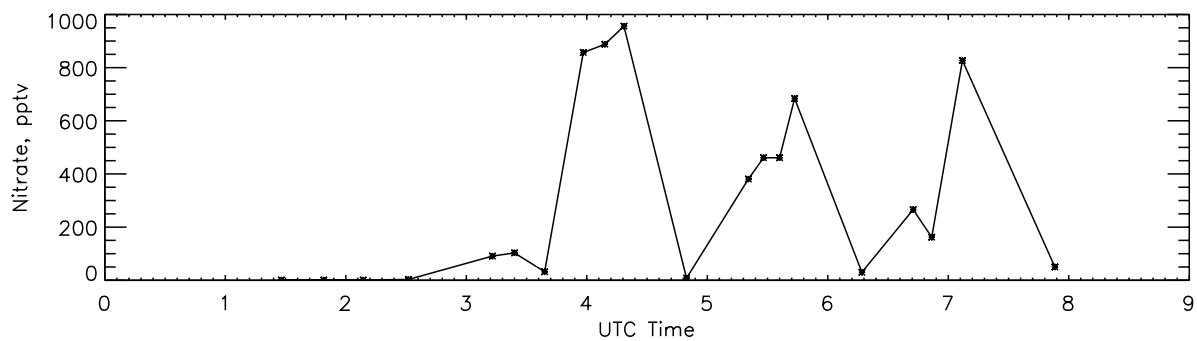
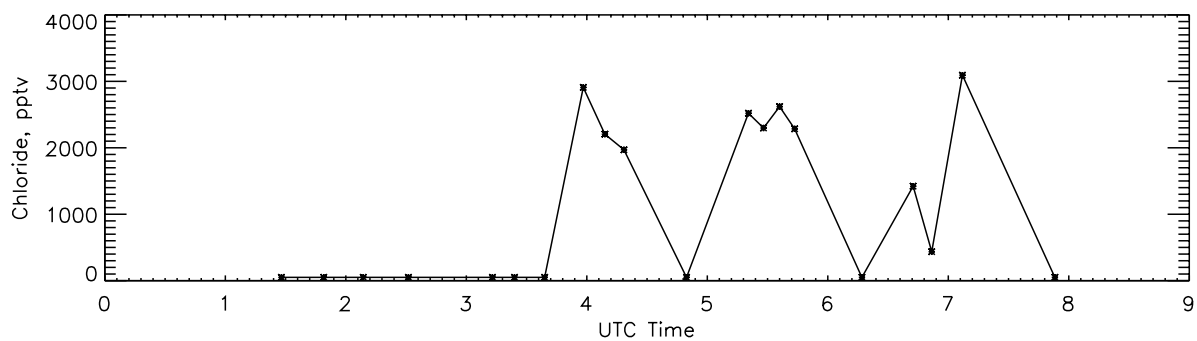
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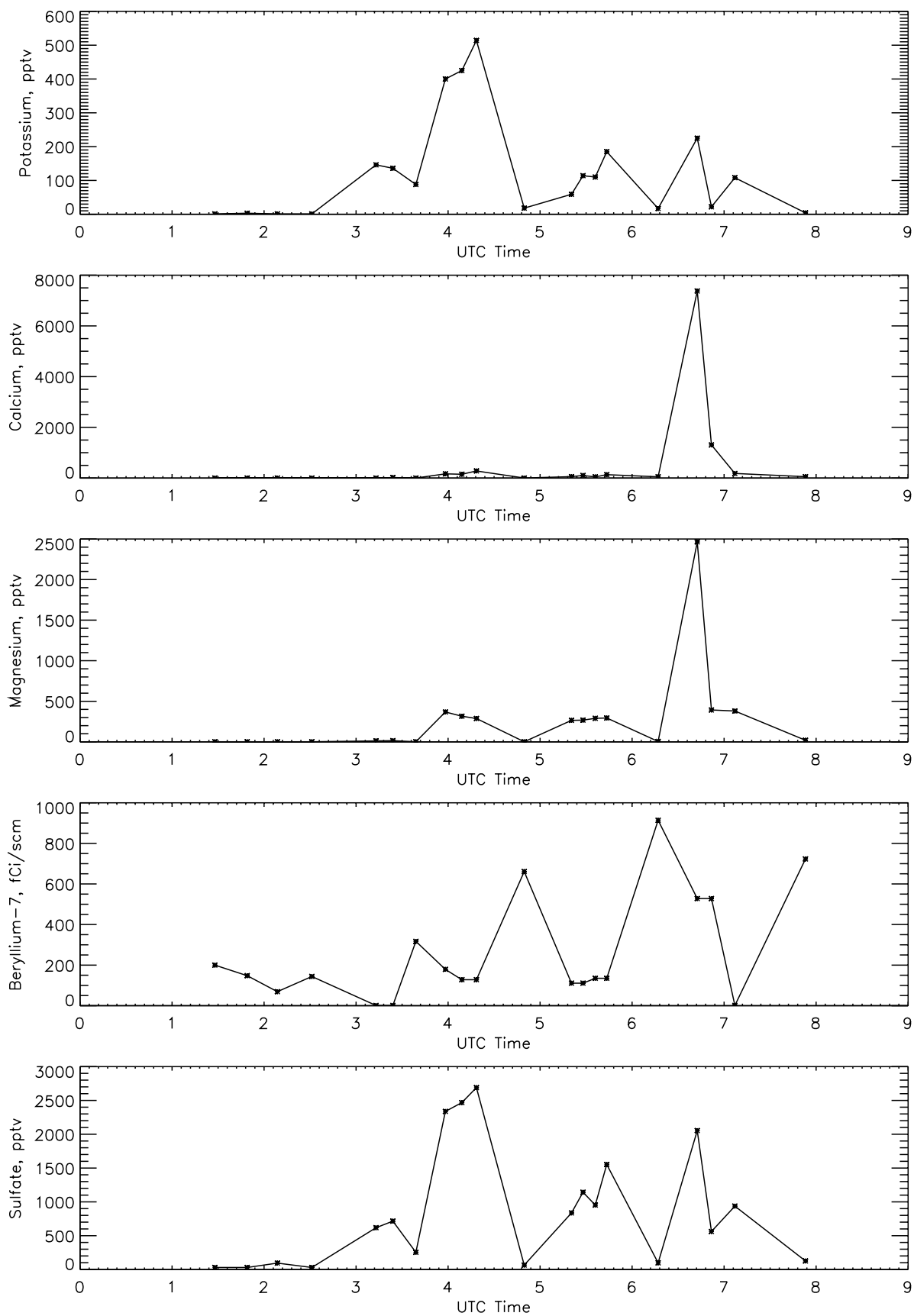
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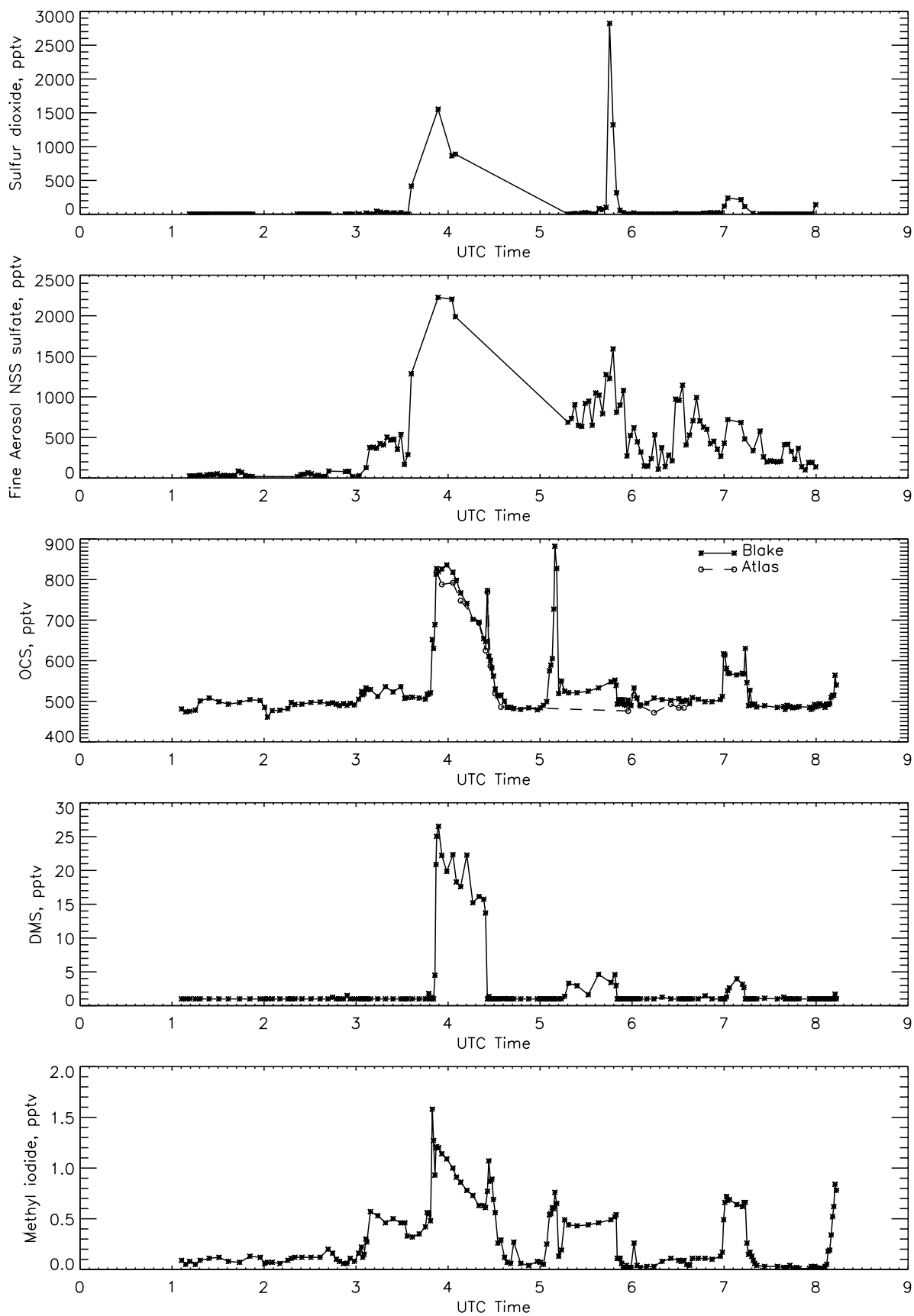
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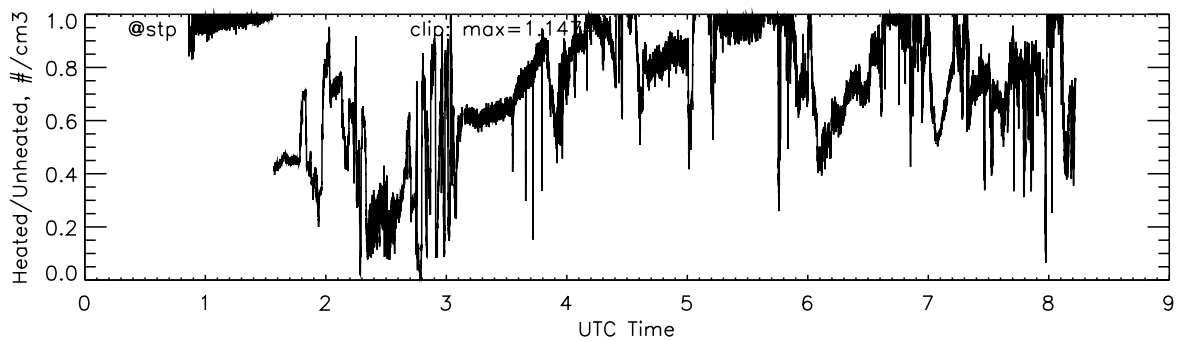
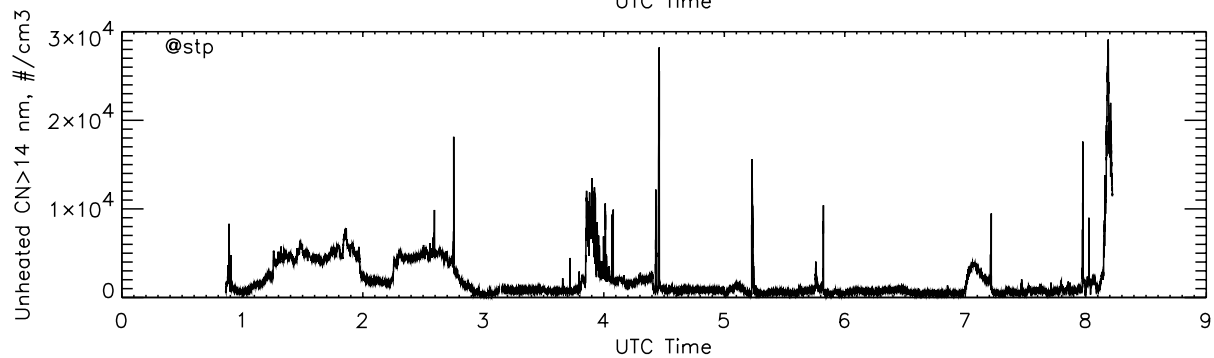
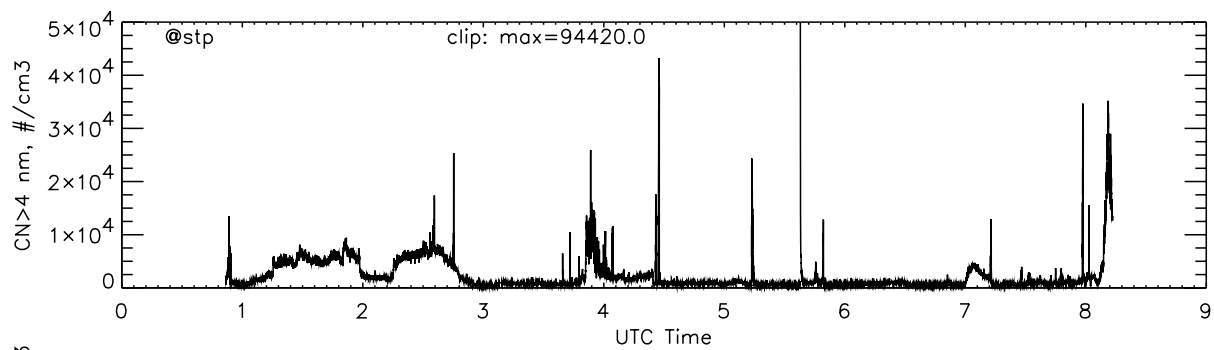
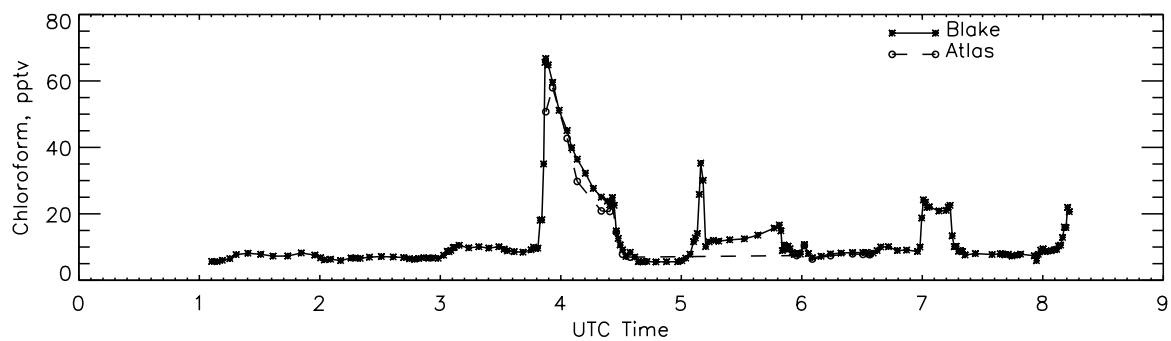
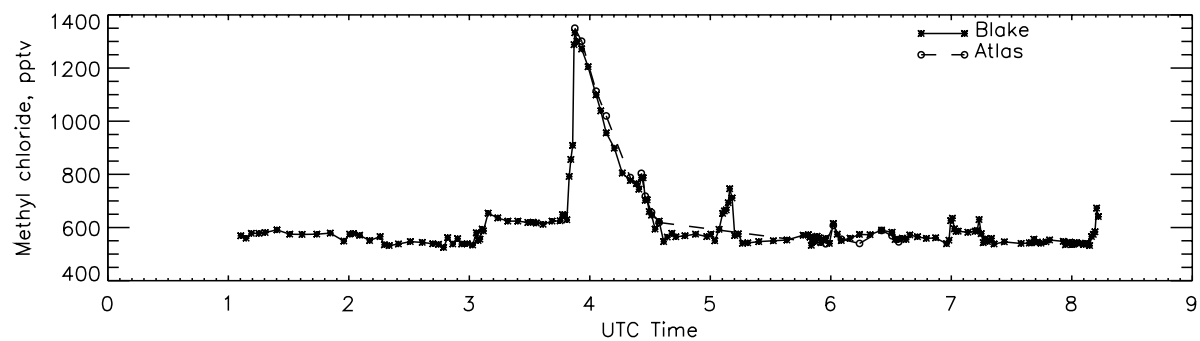
FINAL DATA: TRACE-P DC-8 Flight 12



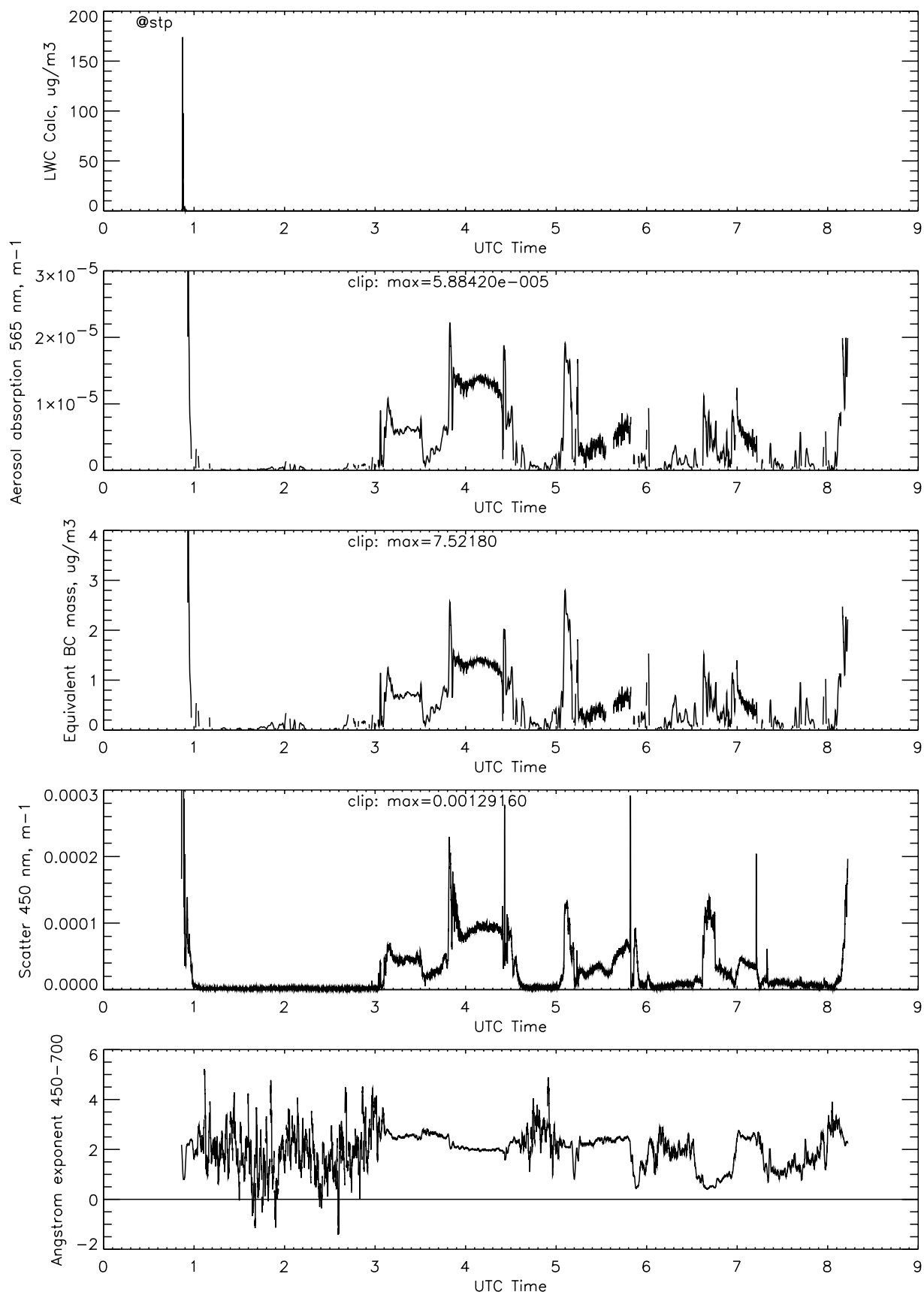
FINAL DATA: TRACE-P DC-8 Flight 12



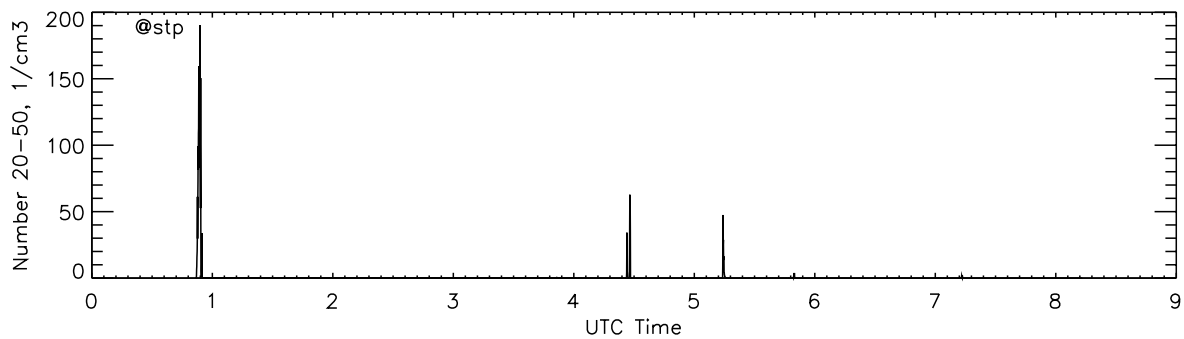
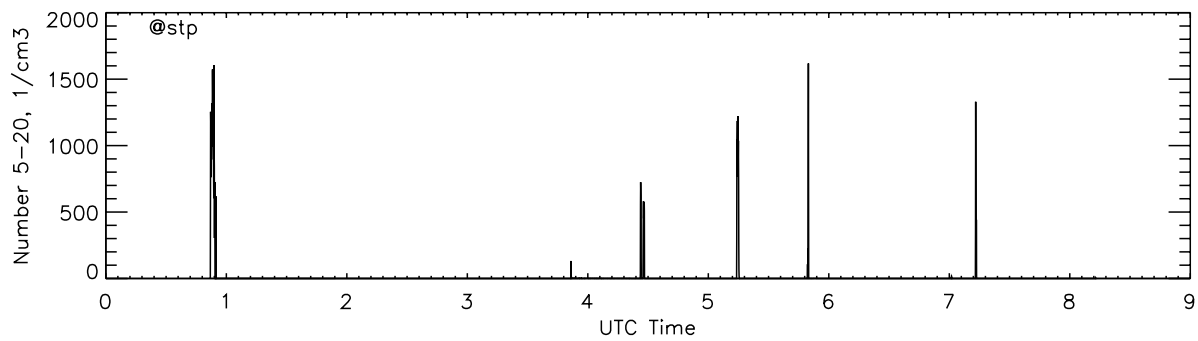
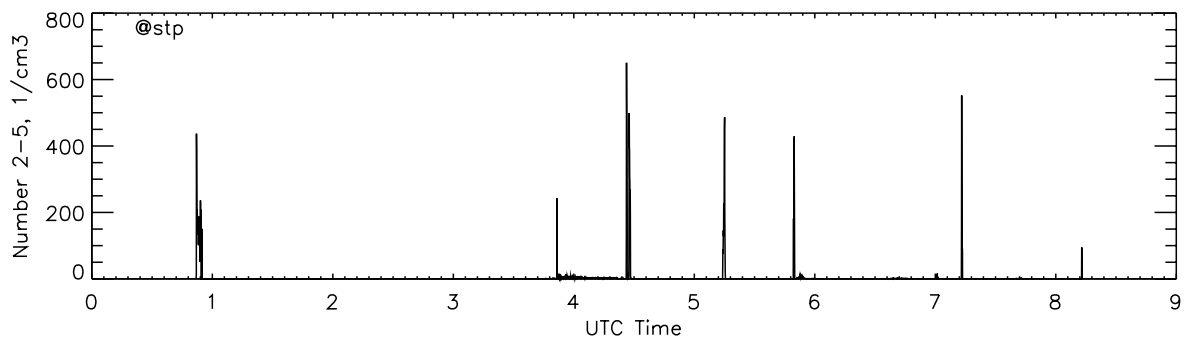
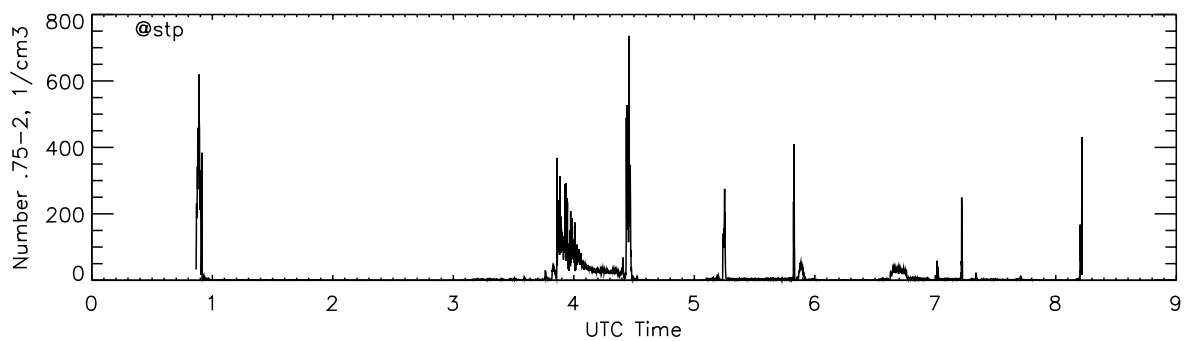
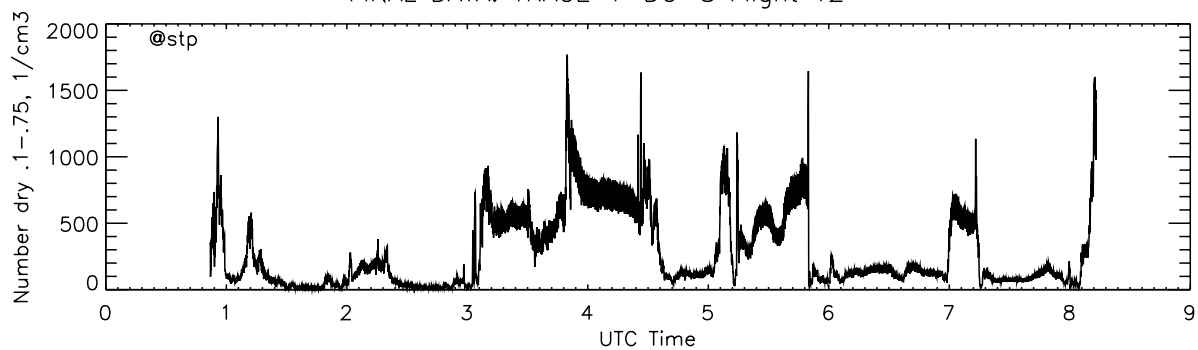
FINAL DATA: TRACE-P DC-8 Flight 12



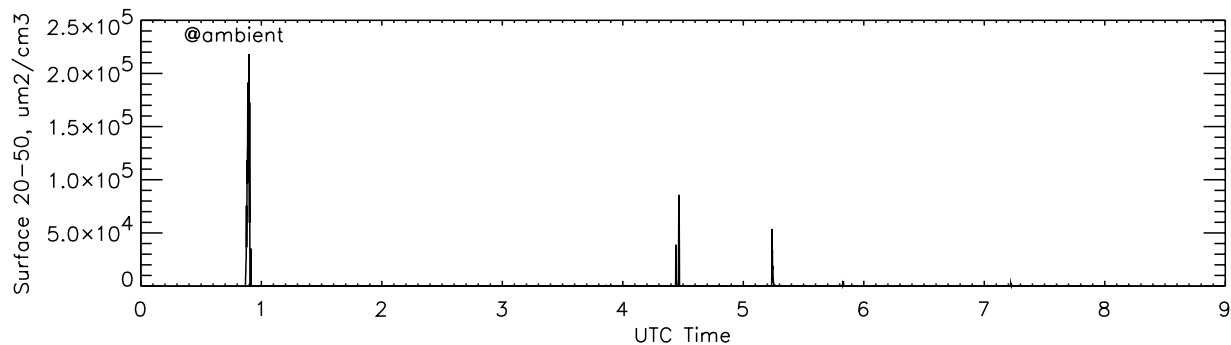
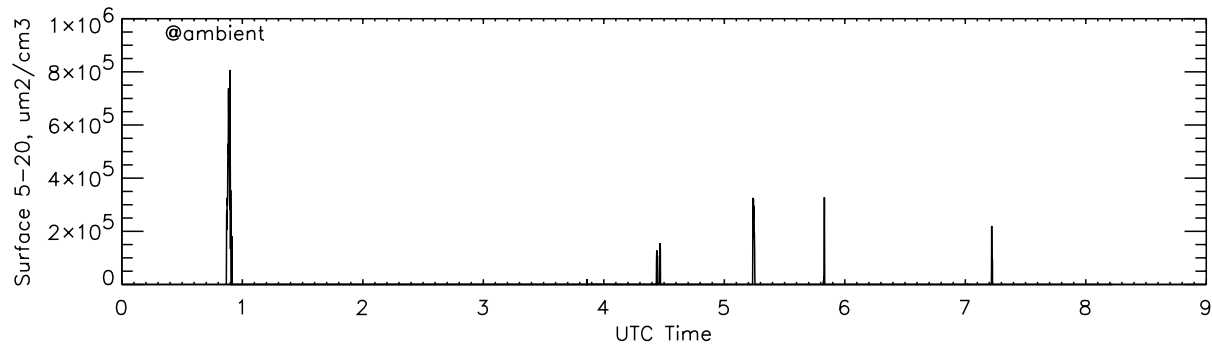
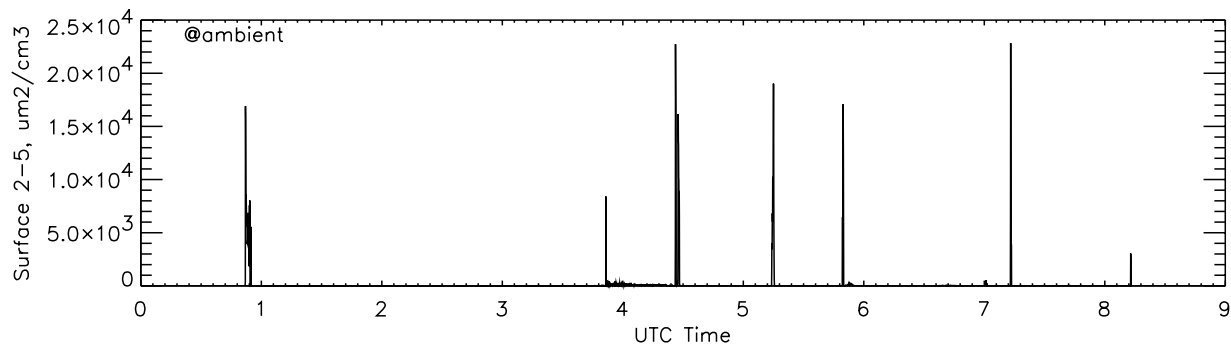
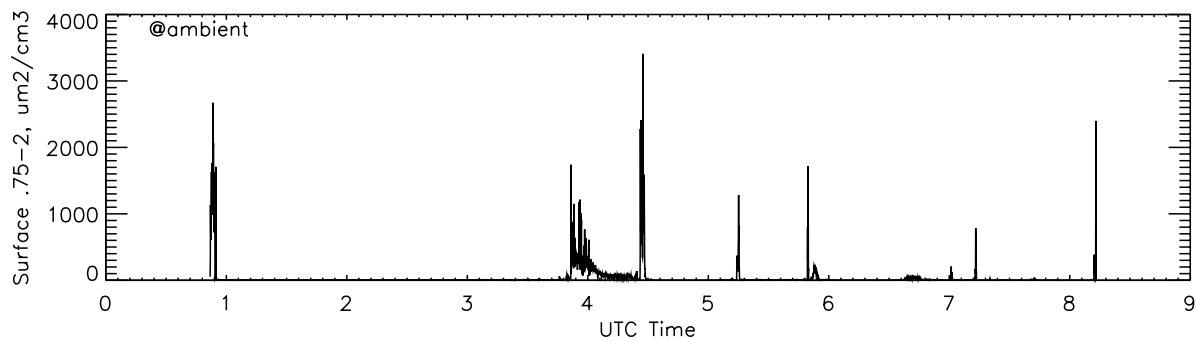
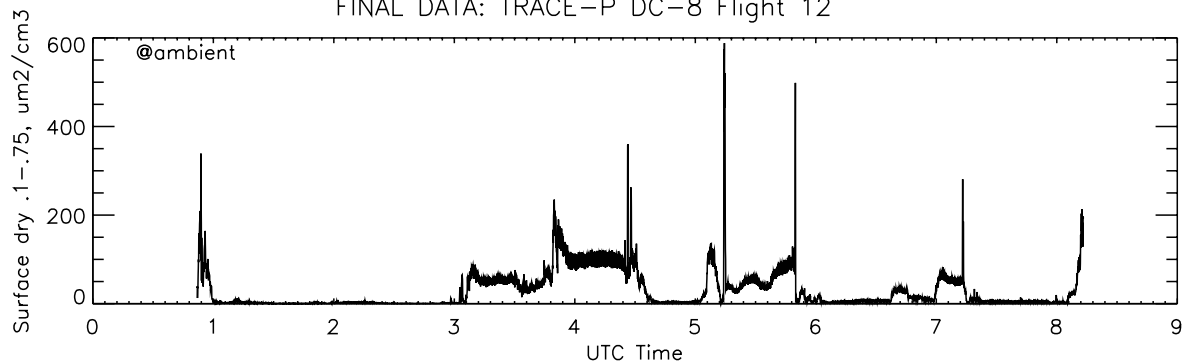
FINAL DATA: TRACE-P DC-8 Flight 12



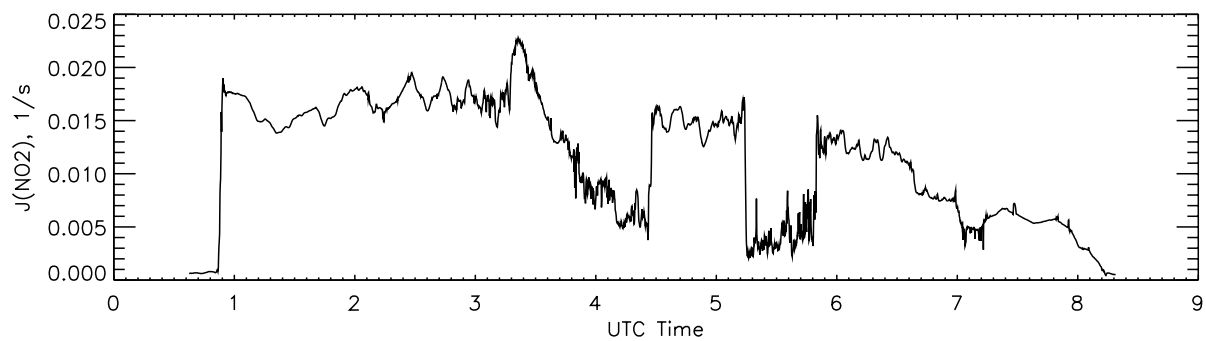
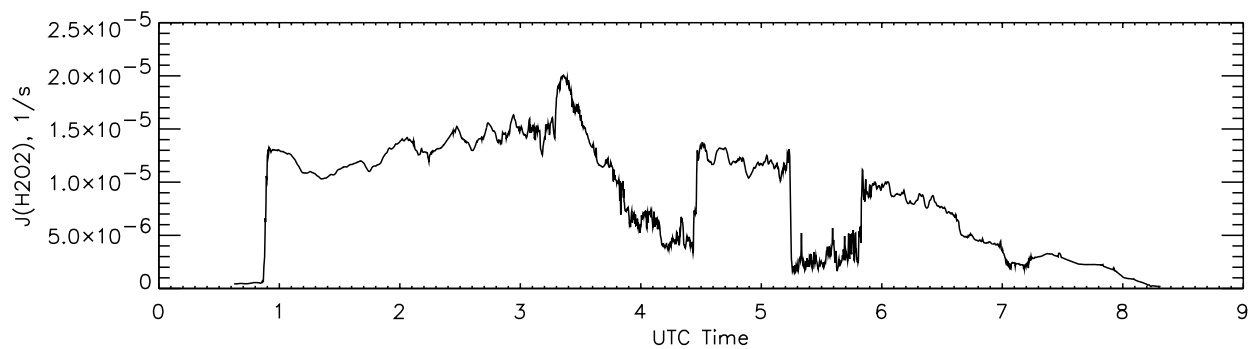
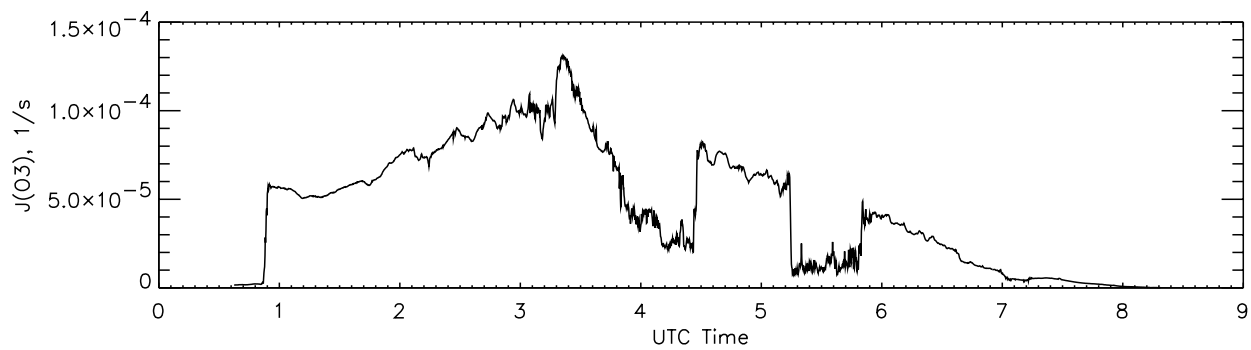
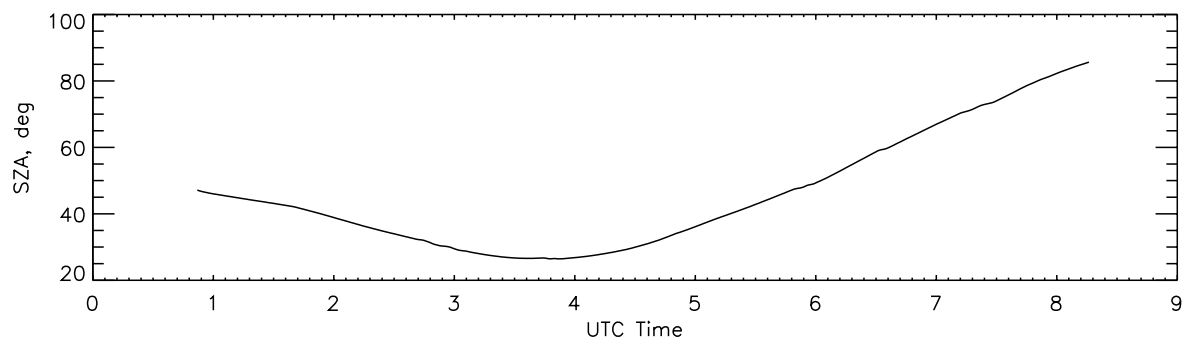
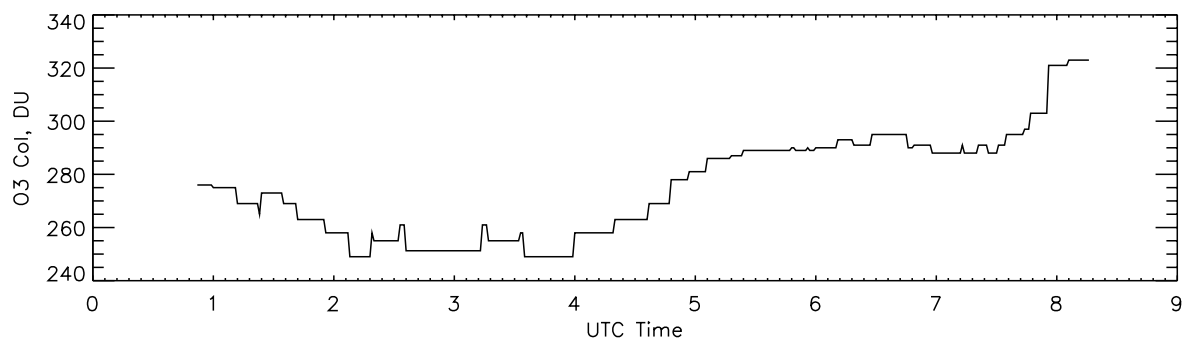
FINAL DATA: TRACE-P DC-8 Flight 12



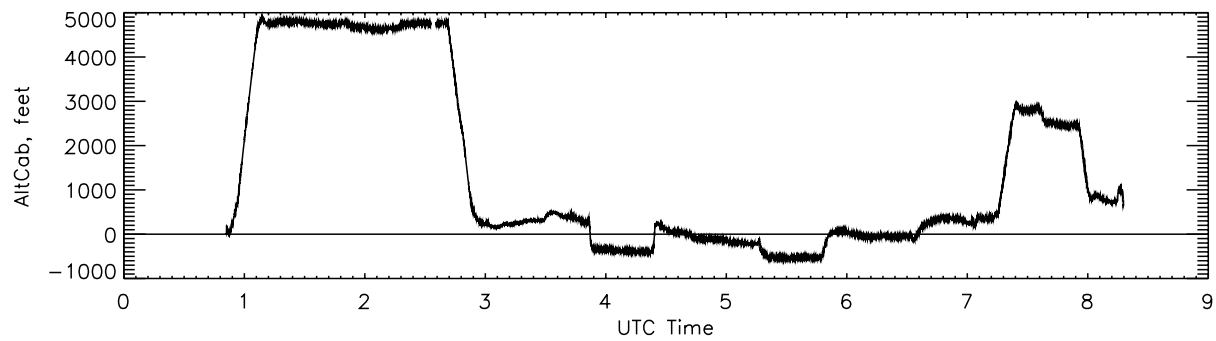
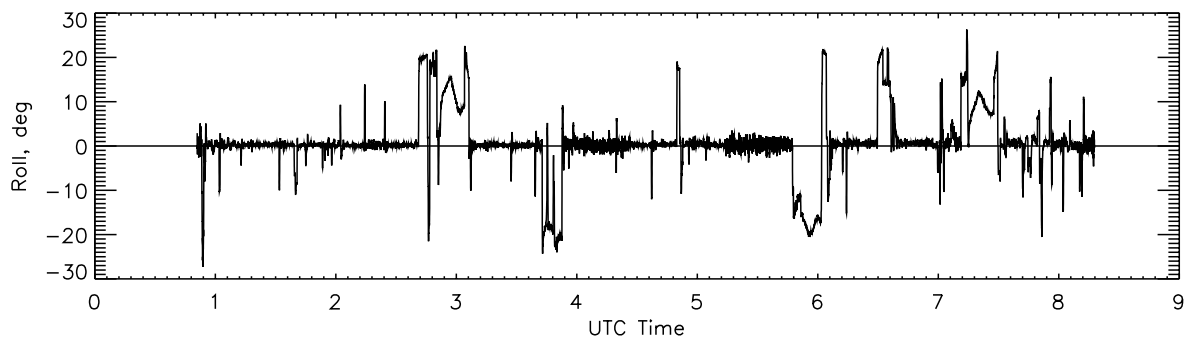
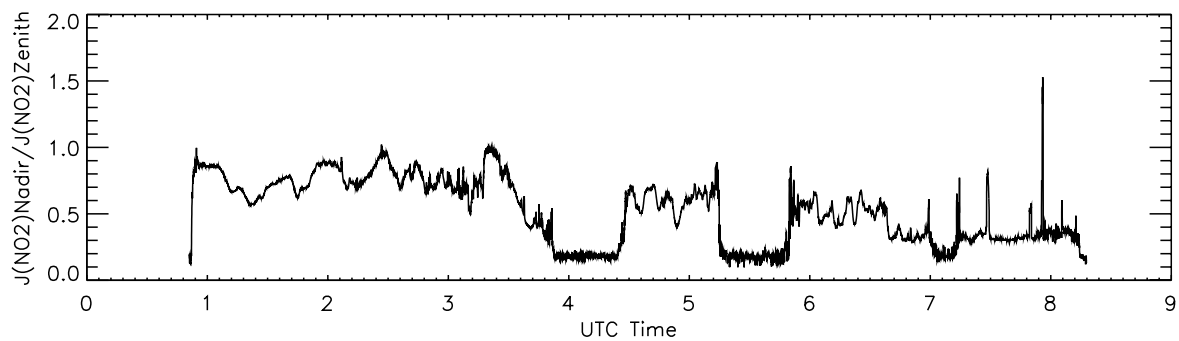
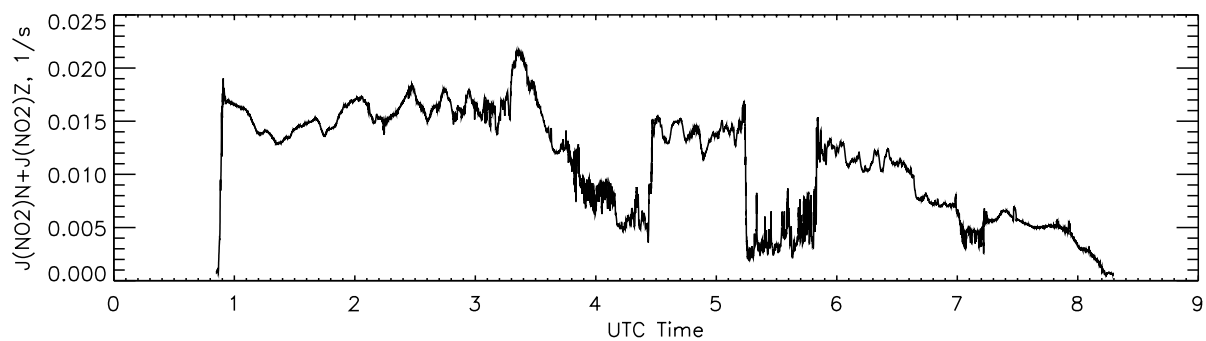
FINAL DATA: TRACE-P DC-8 Flight 12



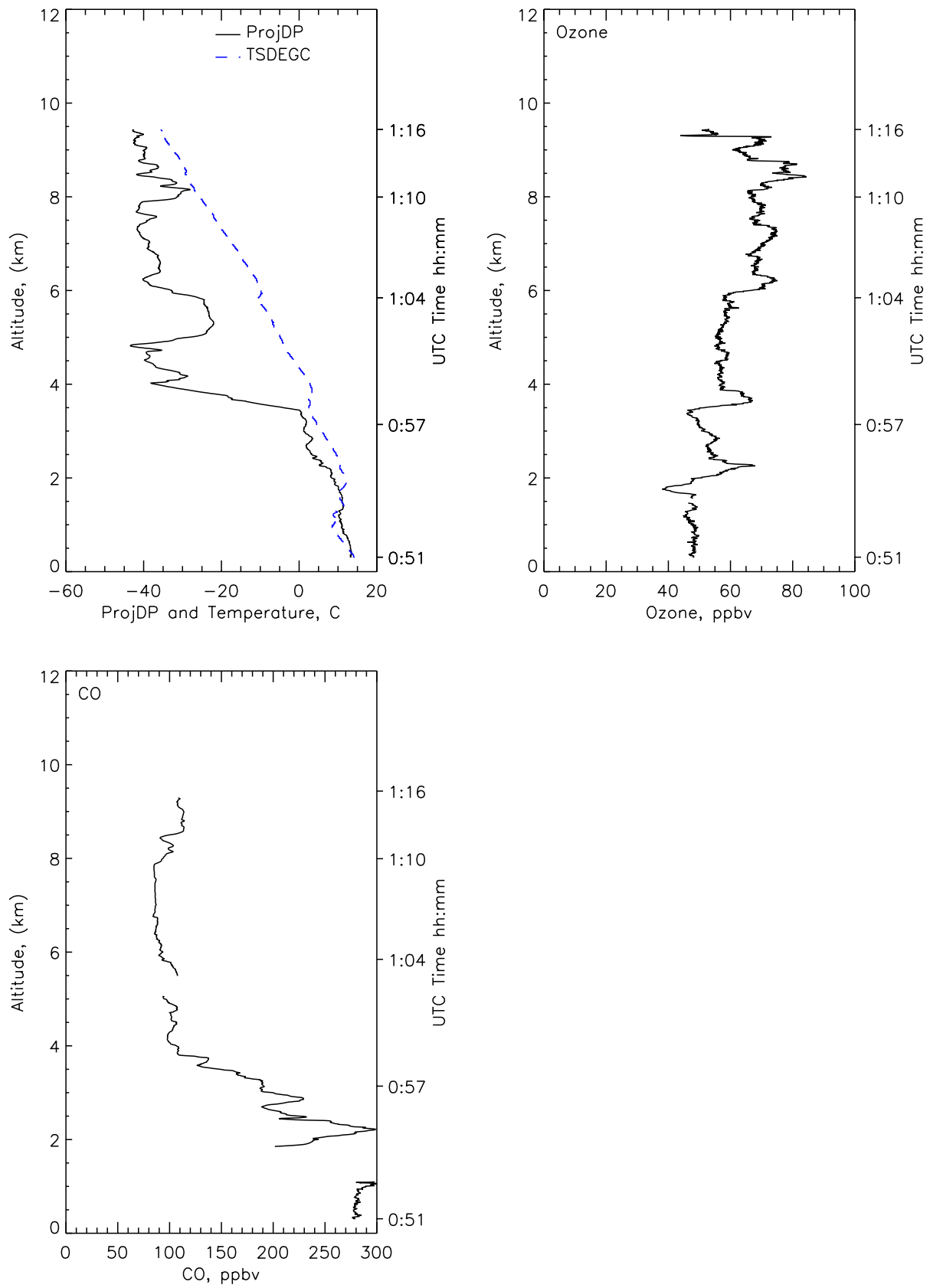
FINAL DATA: TRACE-P DC-8 Flight 12



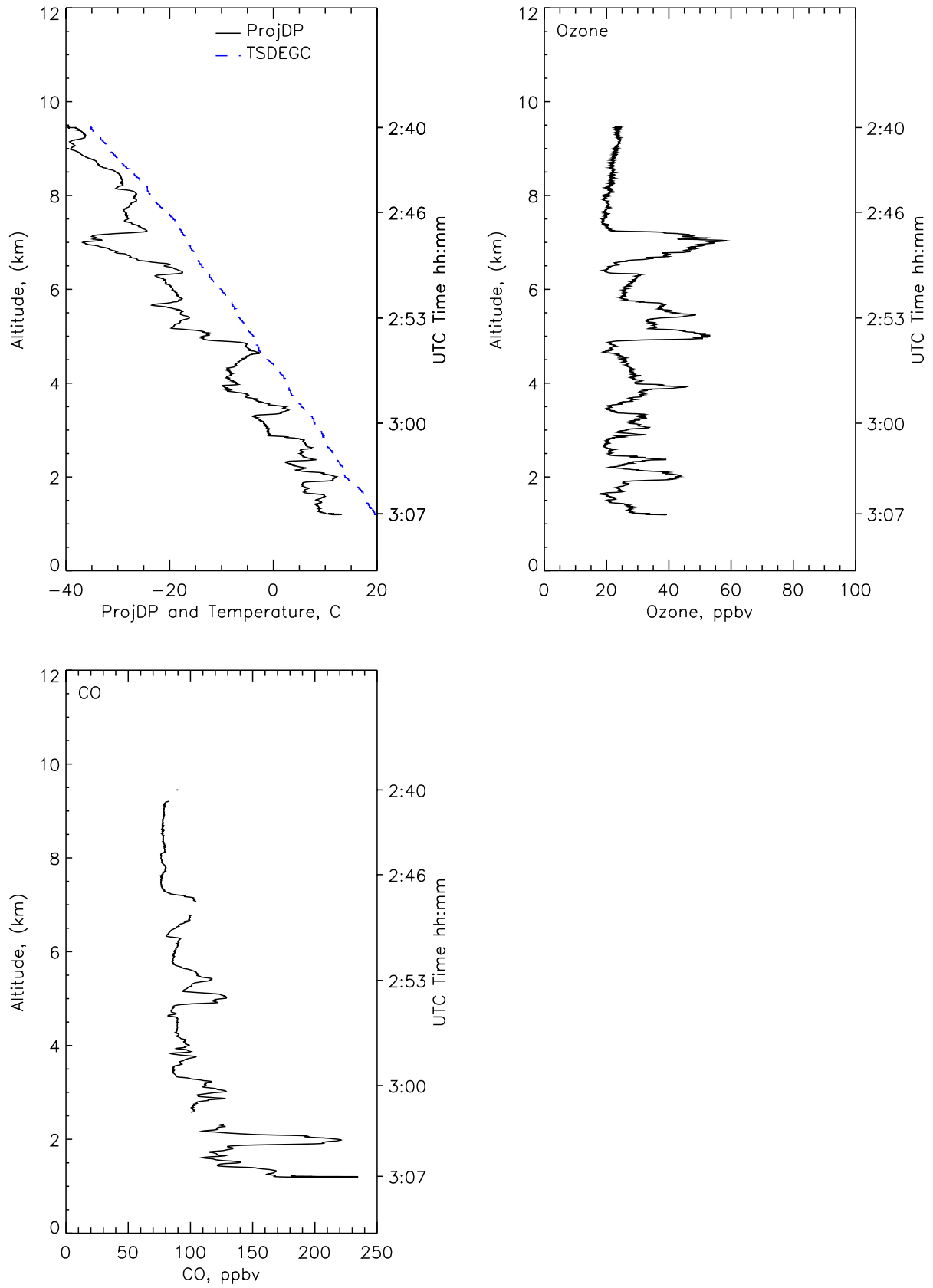
FINAL DATA: TRACE-P DC-8 Flight 12



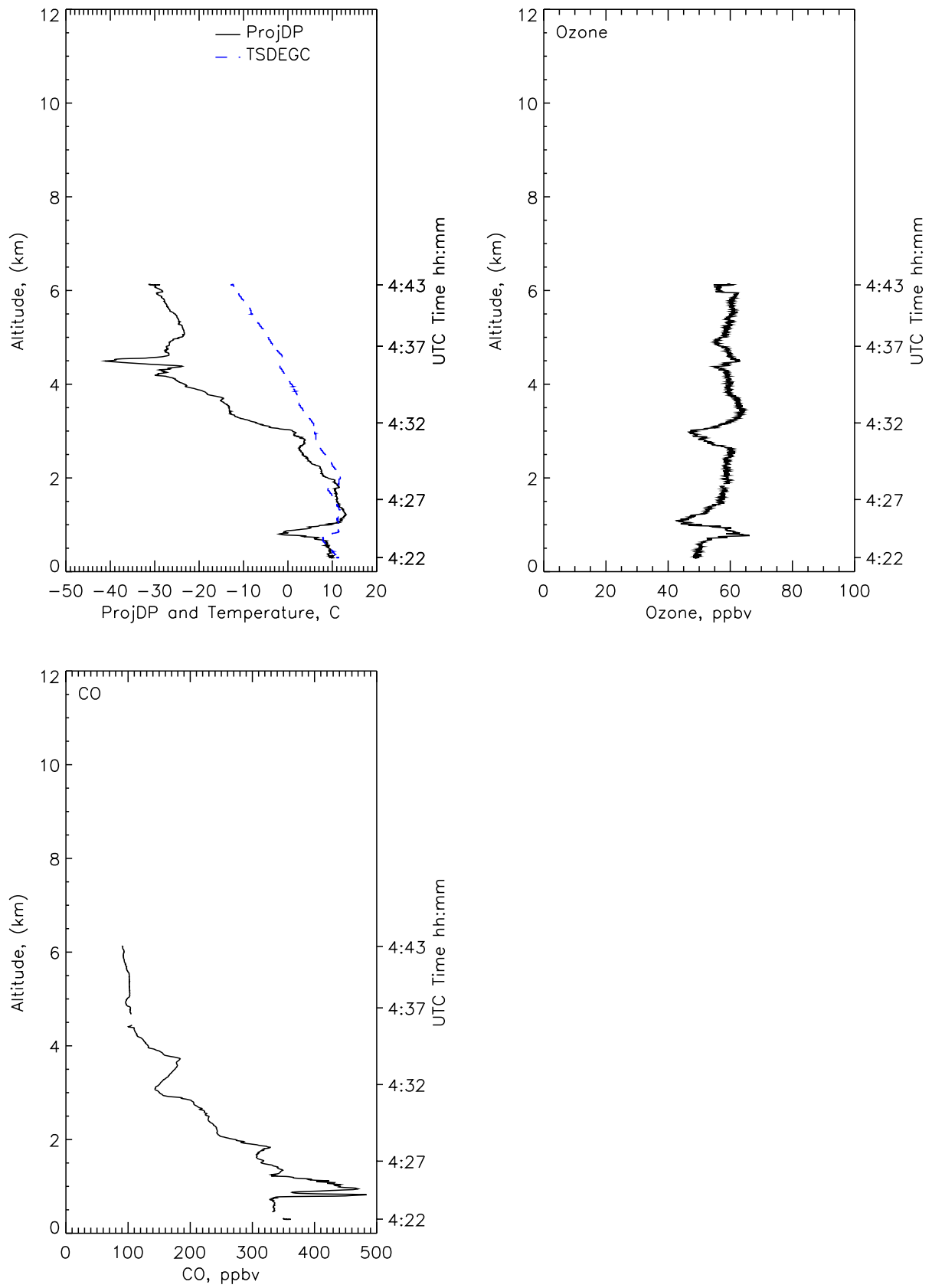
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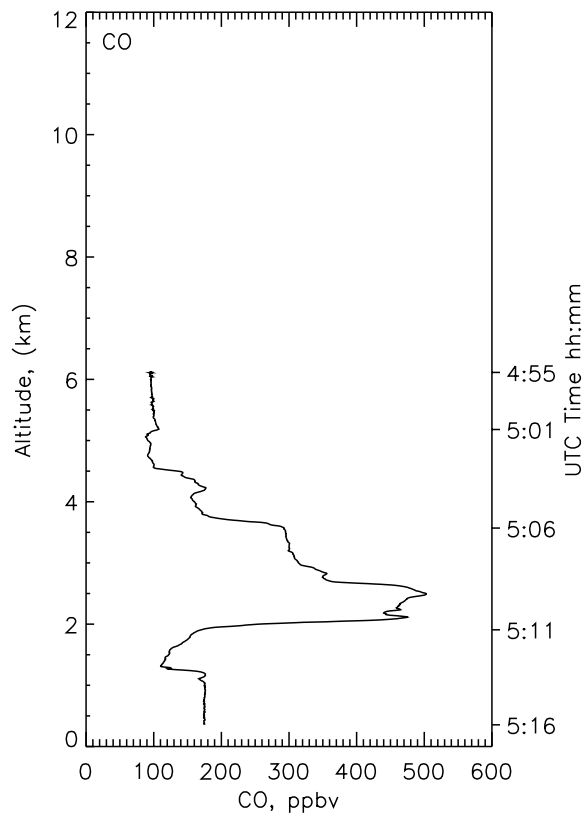
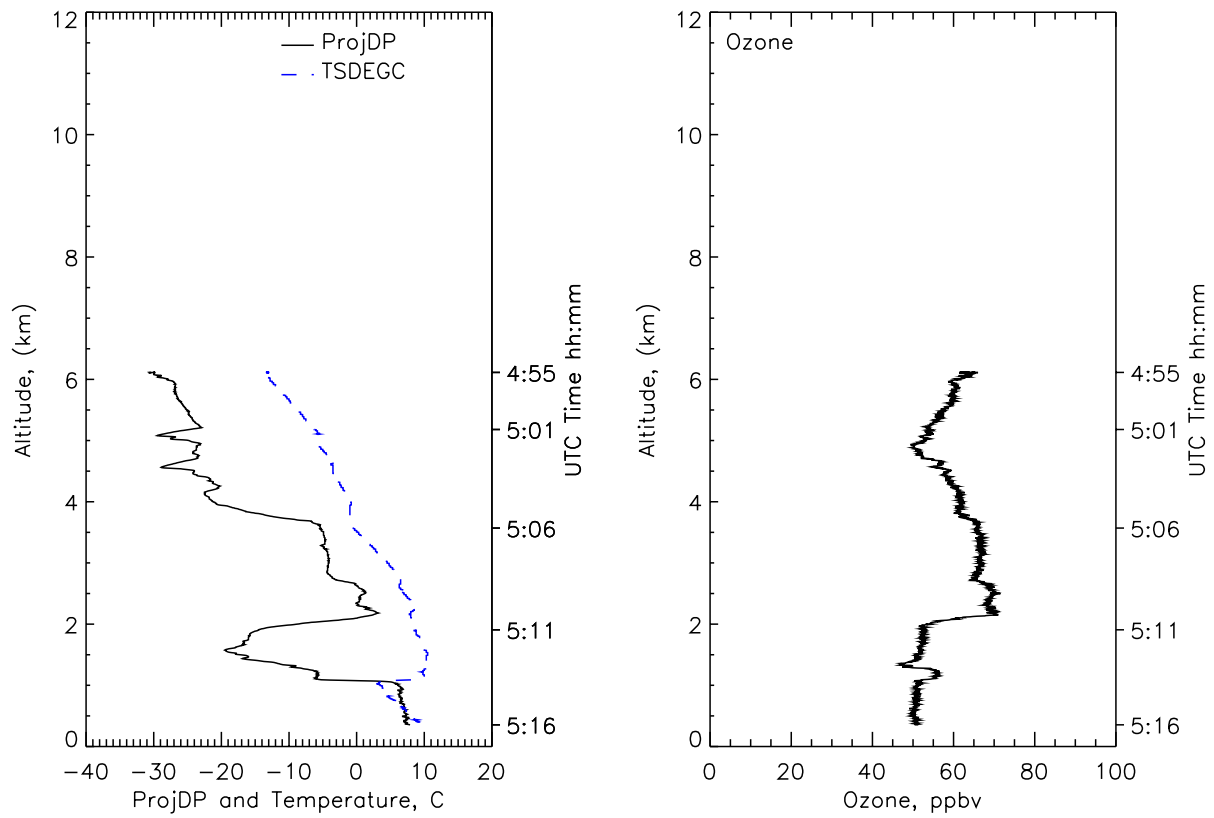
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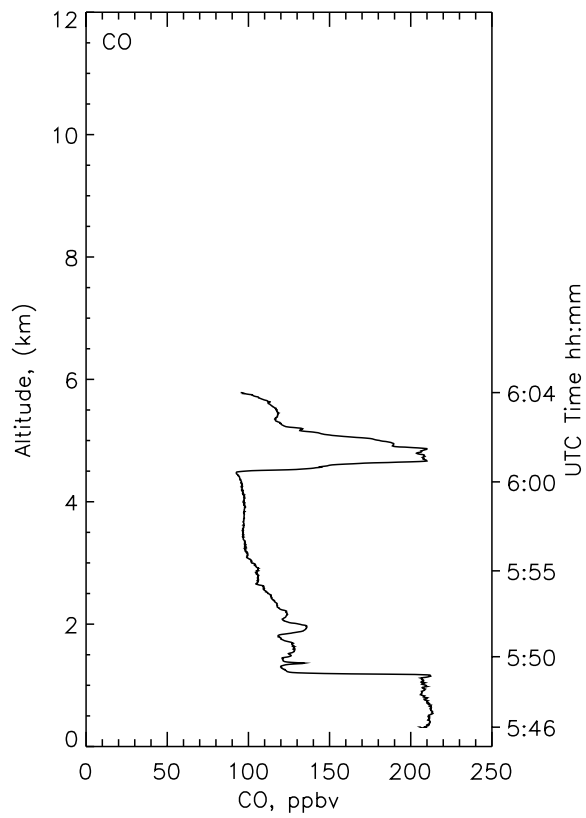
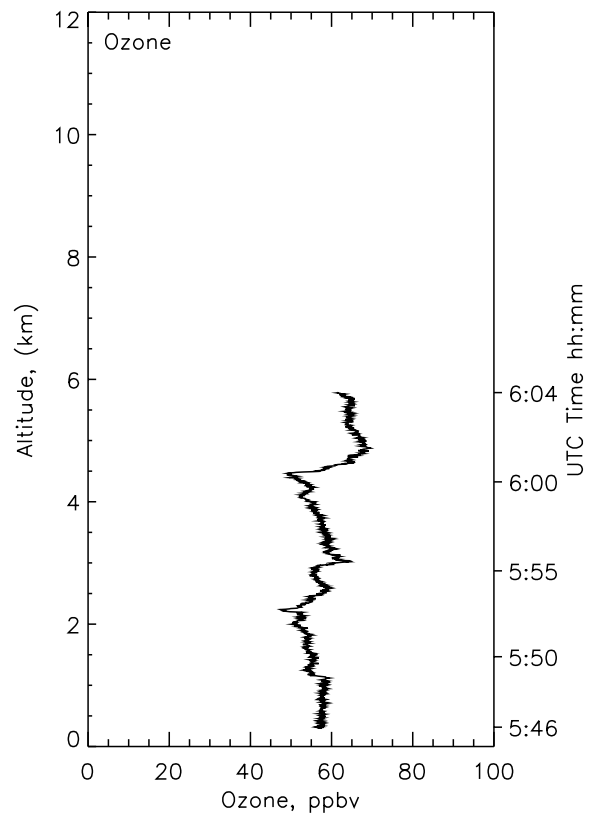
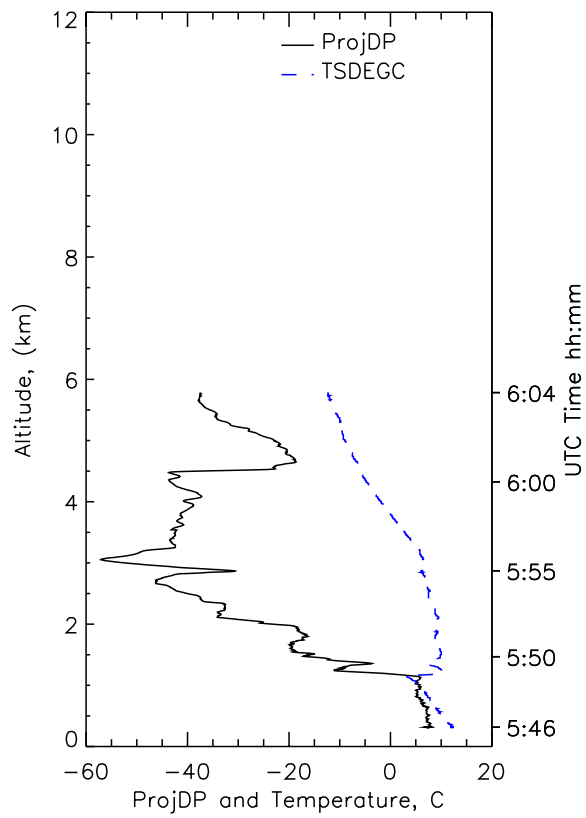
Profile #3 TRACE-P DC-8 Flight 12



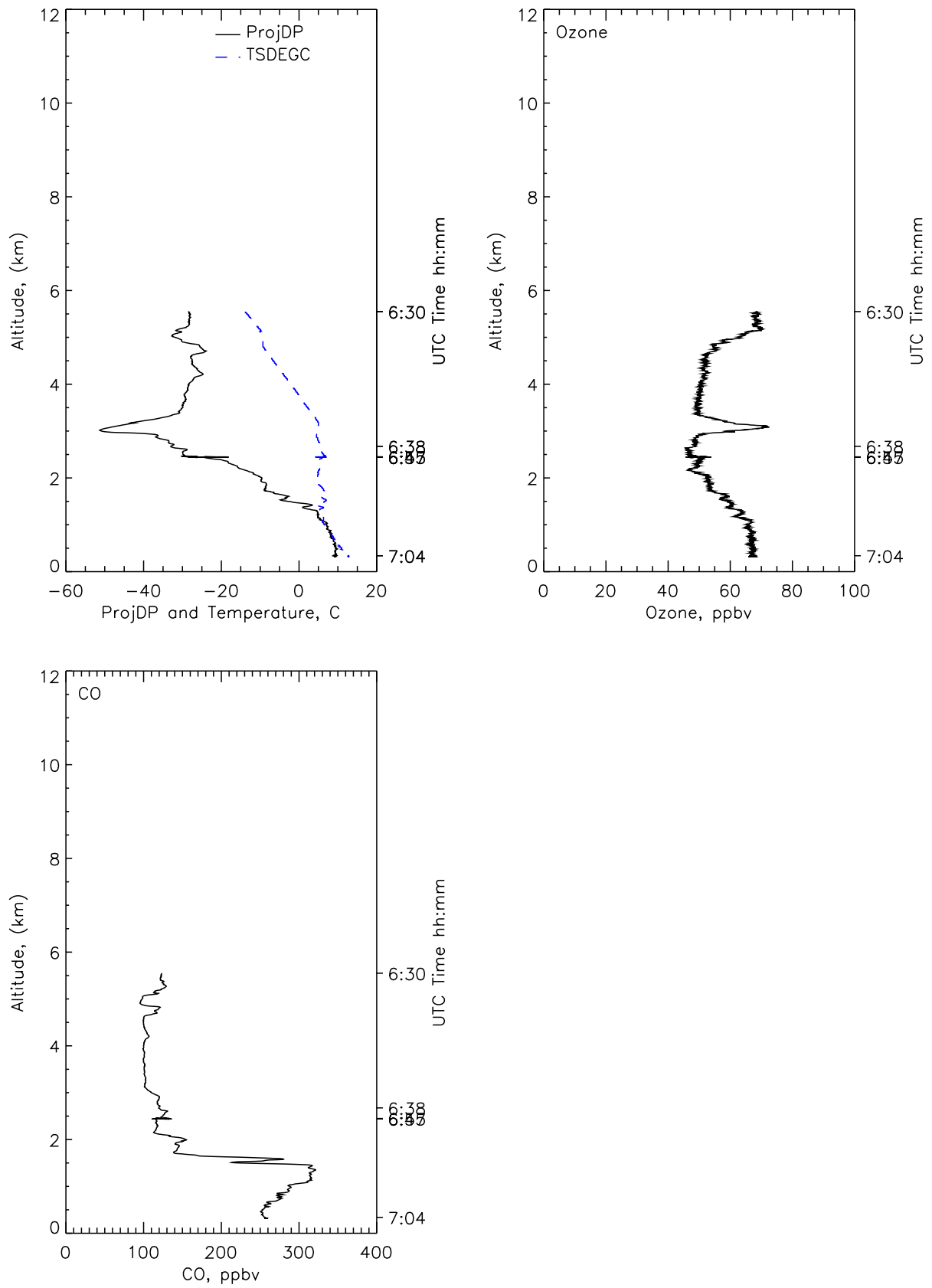
Profile #4 TRACE-P DC-8 Flight 12



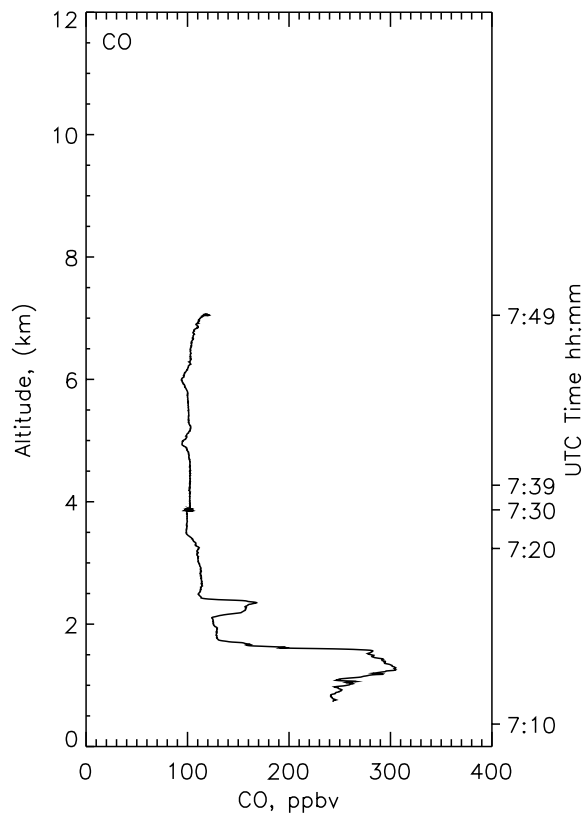
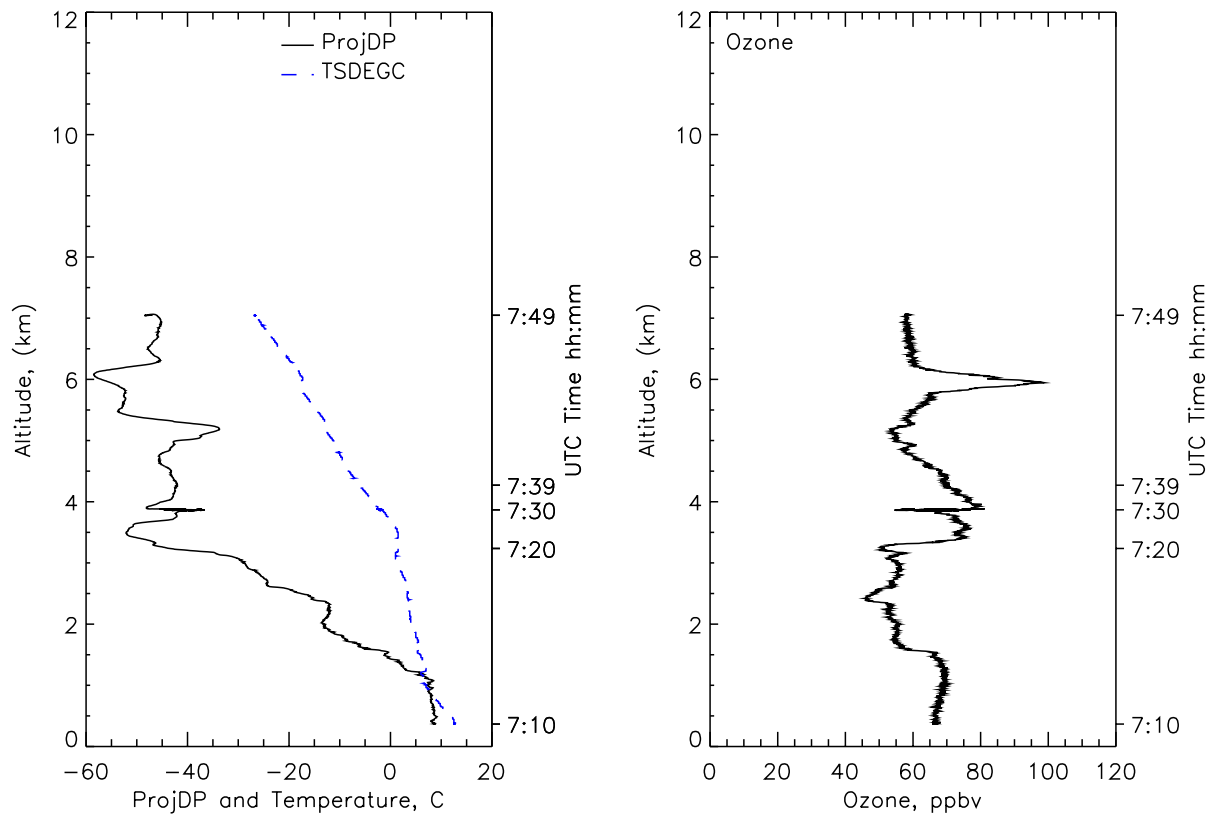
Profile #5 TRACE-P DC-8 Flight 12



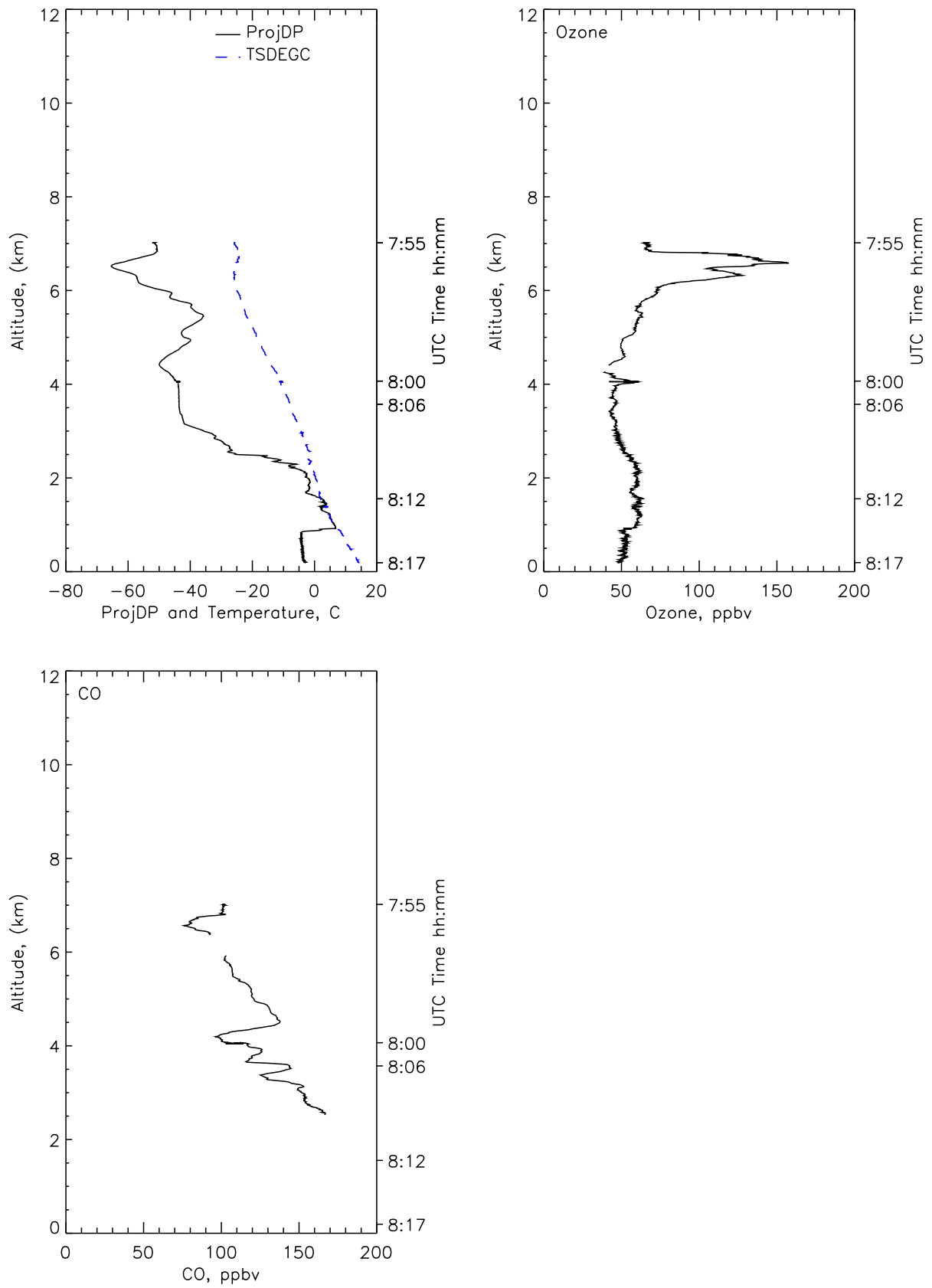
Profile #6 TRACE-P DC-8 Flight 12



Profile #7 TRACE-P DC-8 Flight 12



Profile #8 TRACE-P DC-8 Flight 12



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

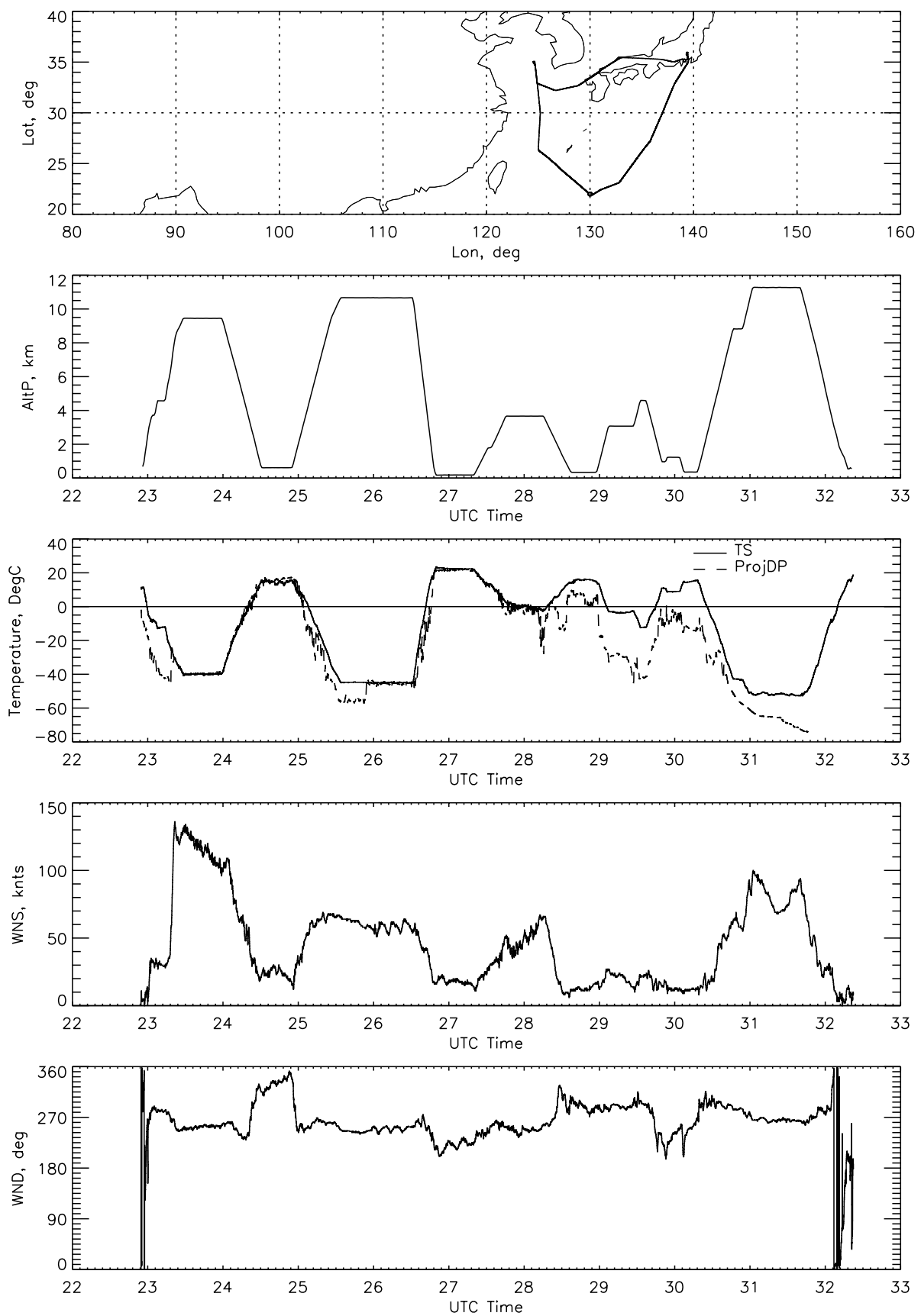
Flight 13D

Local: Yokota No. 1

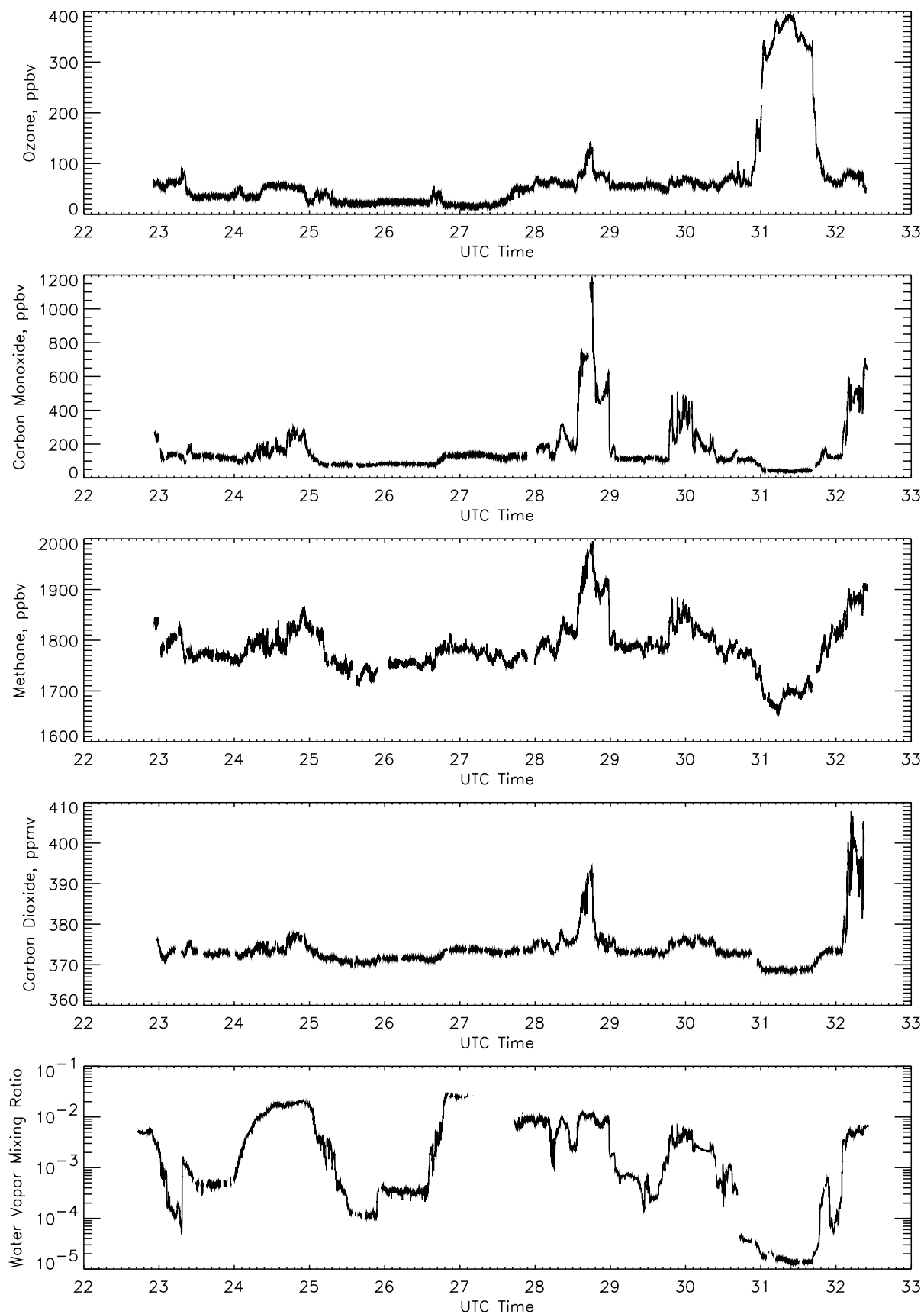
Frontal Lifting and Dust Outflow

March 20, 2001

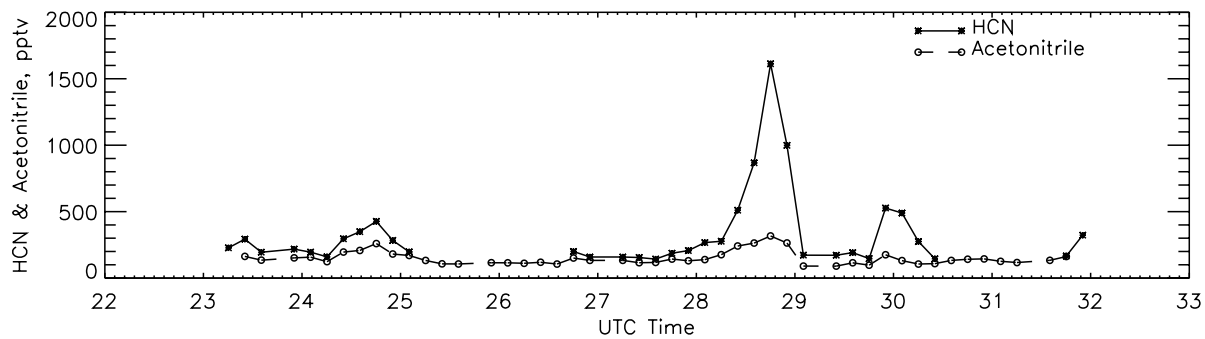
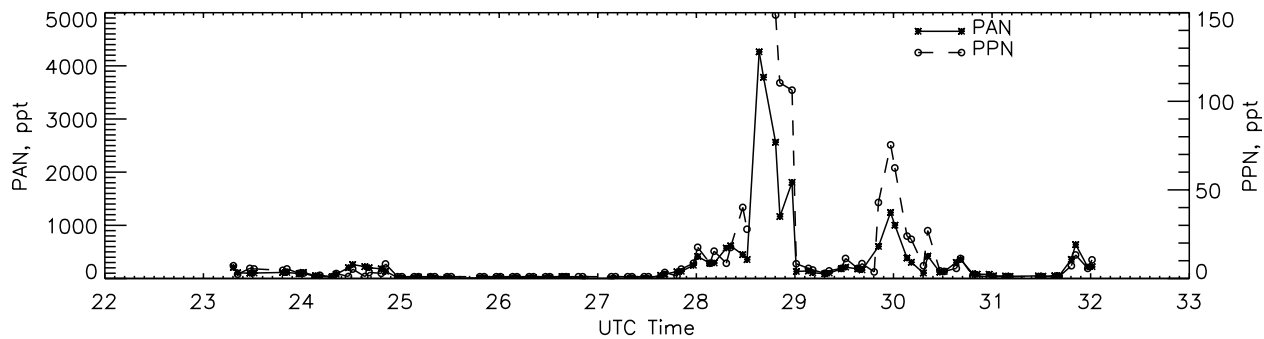
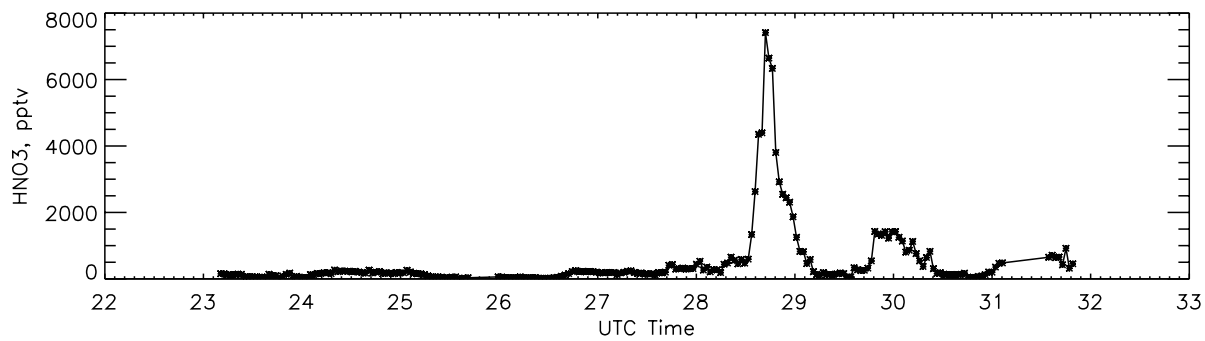
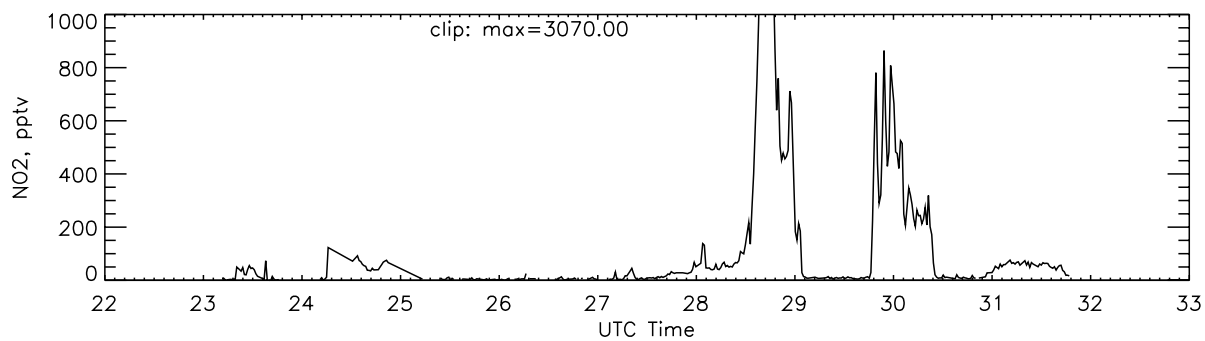
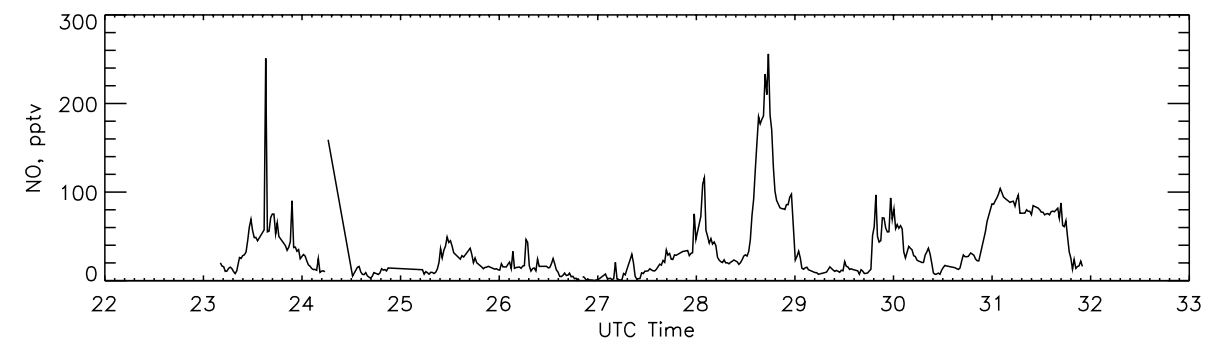
FINAL DATA: TRACE-P DC-8 Flight 13



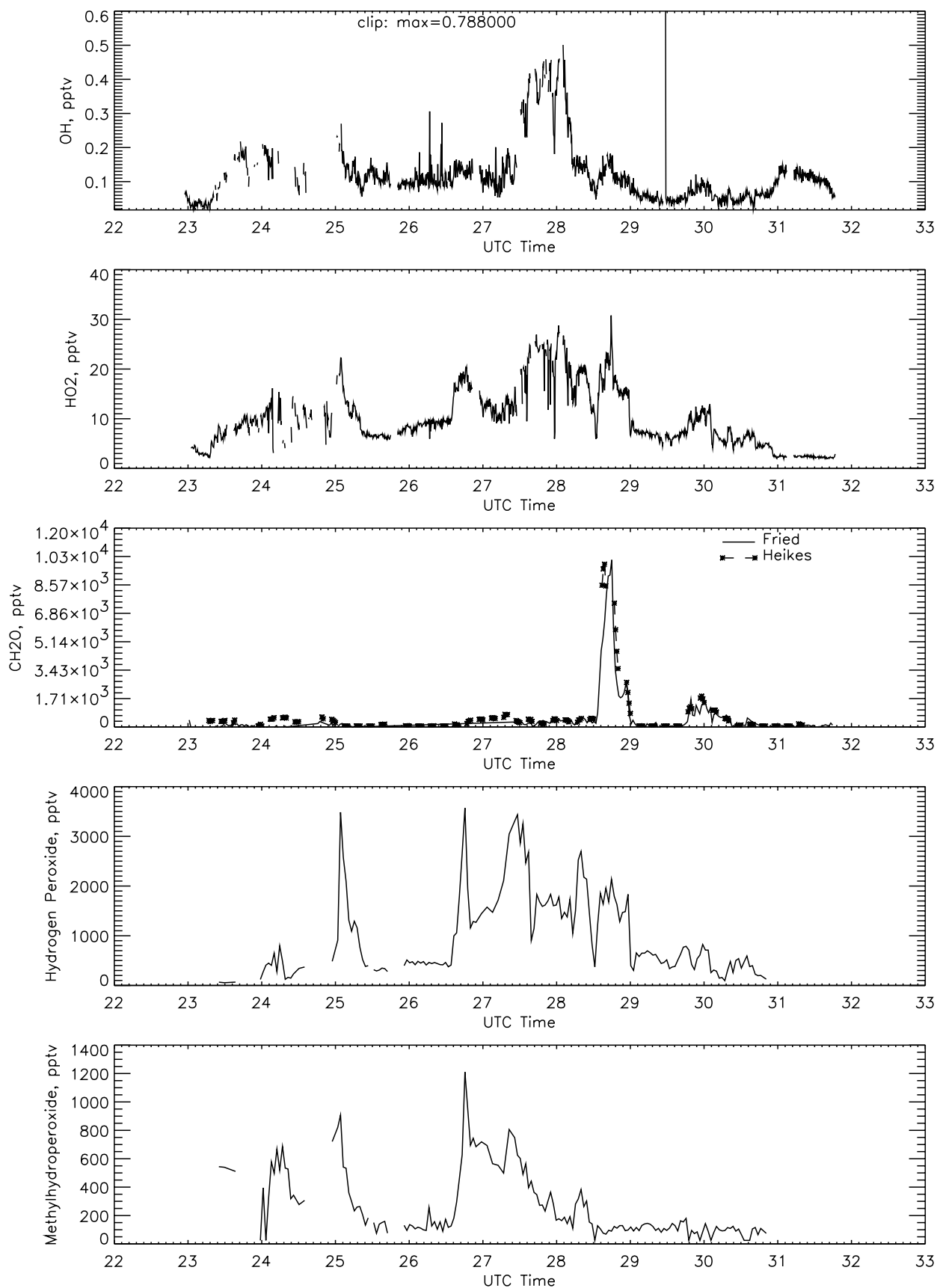
FINAL DATA: TRACE-P DC-8 Flight 13



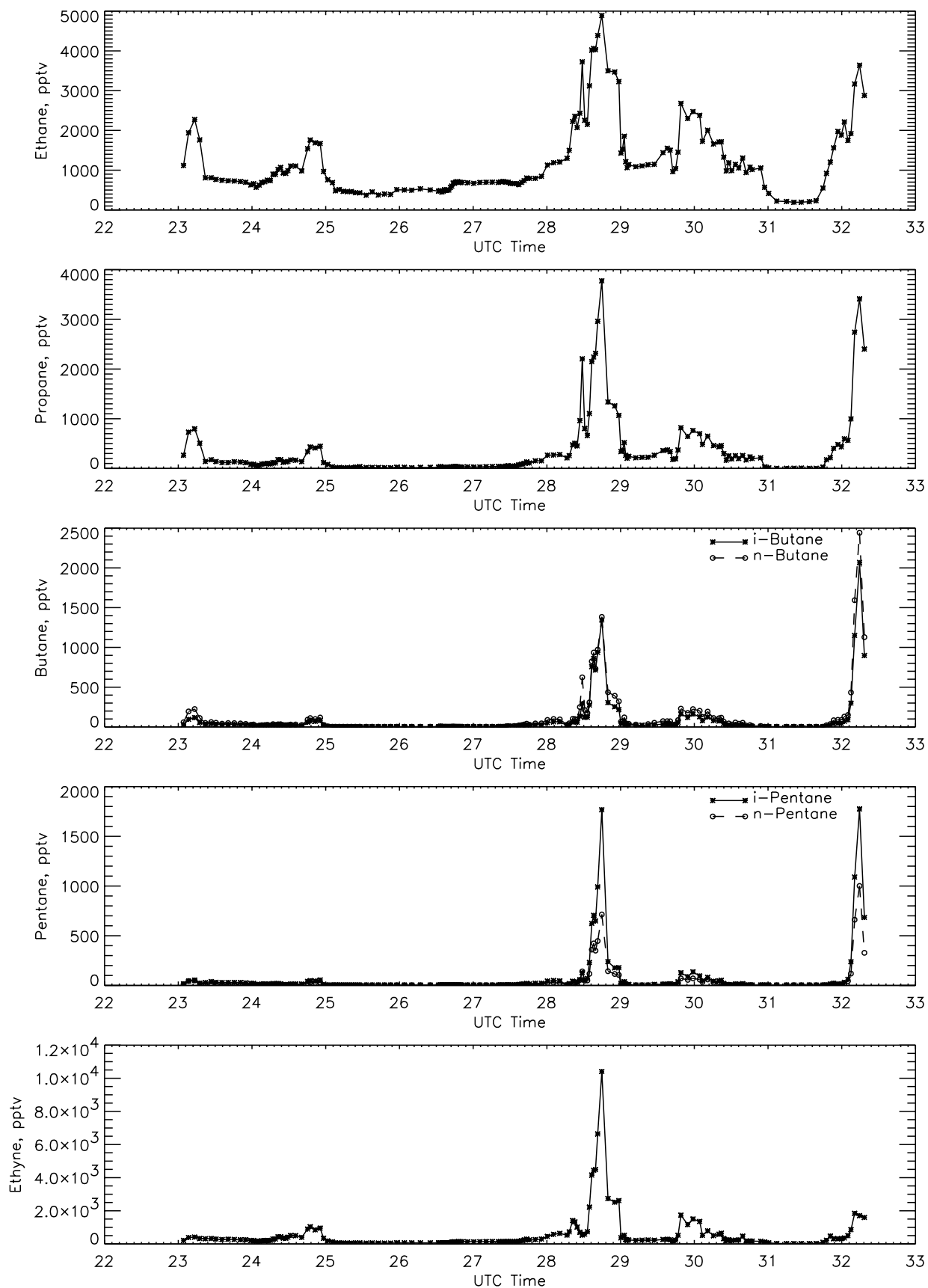
FINAL DATA: TRACE-P DC-8 Flight 13



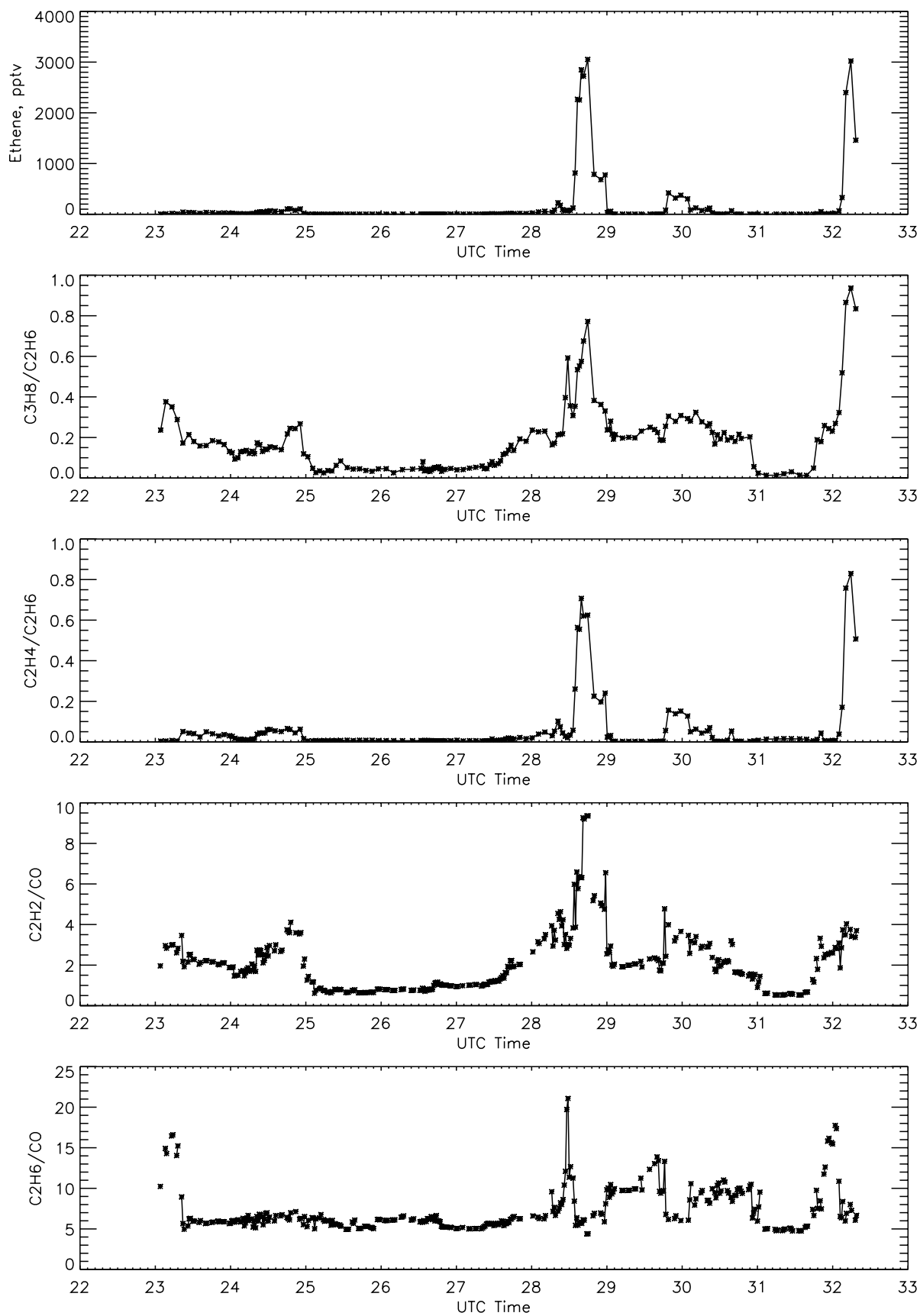
FINAL DATA: TRACE-P DC-8 Flight 13



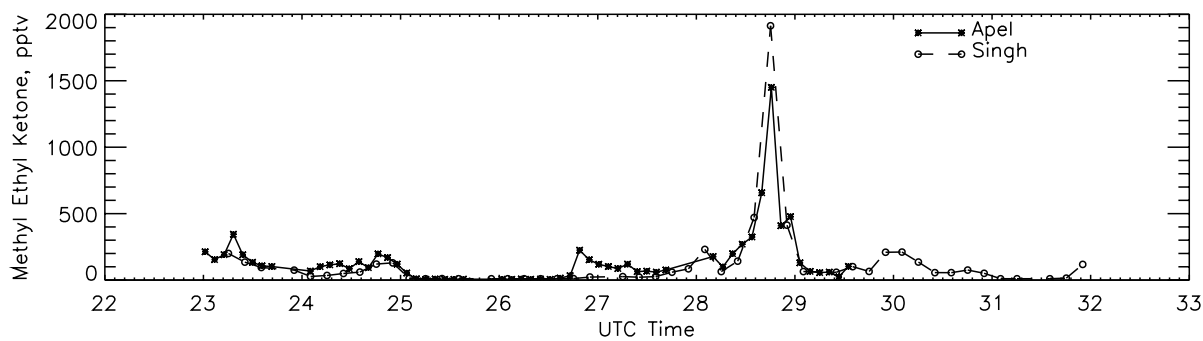
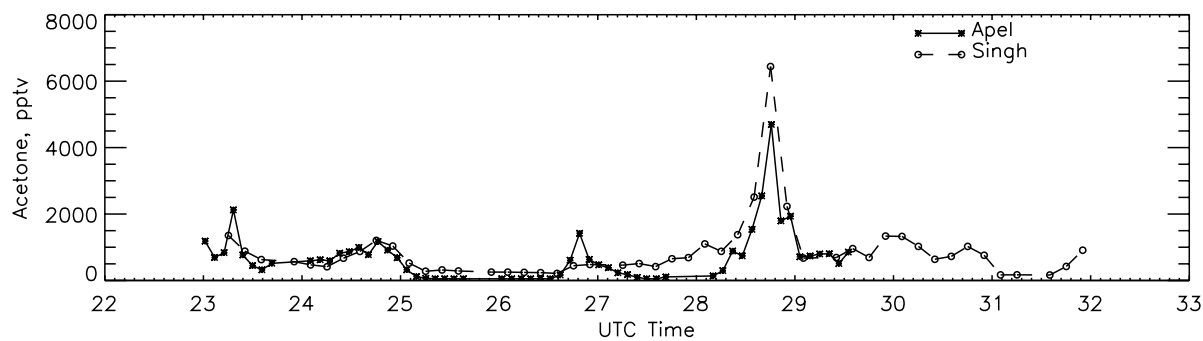
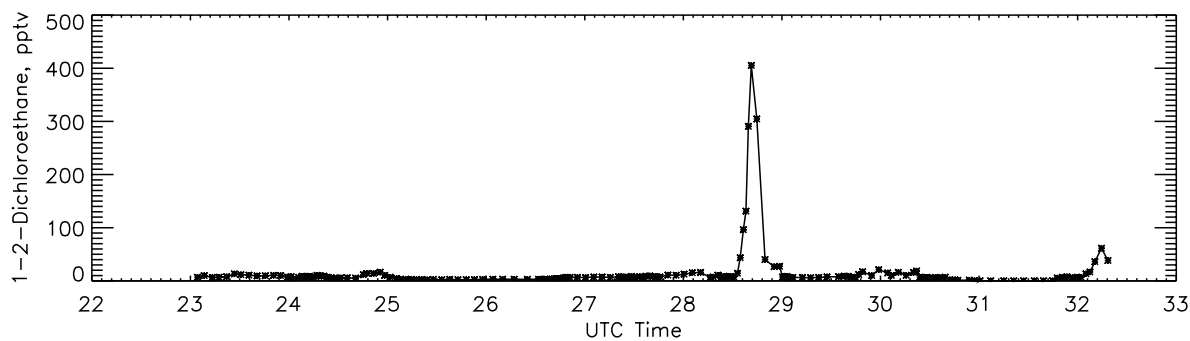
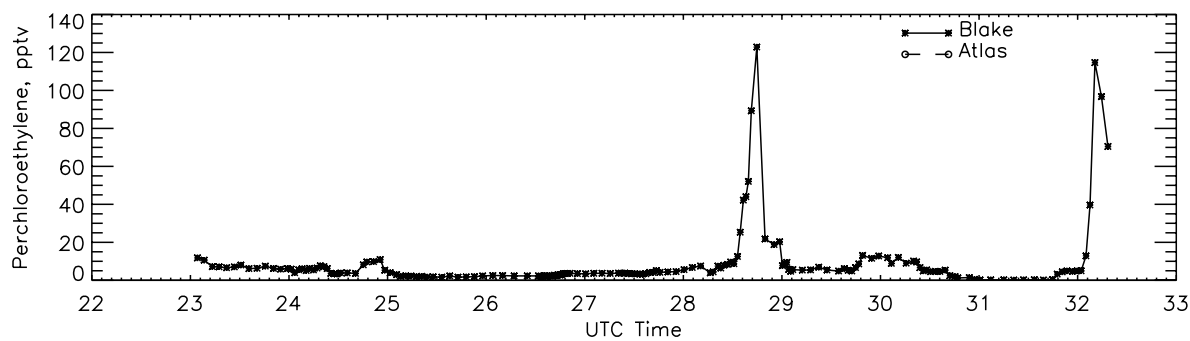
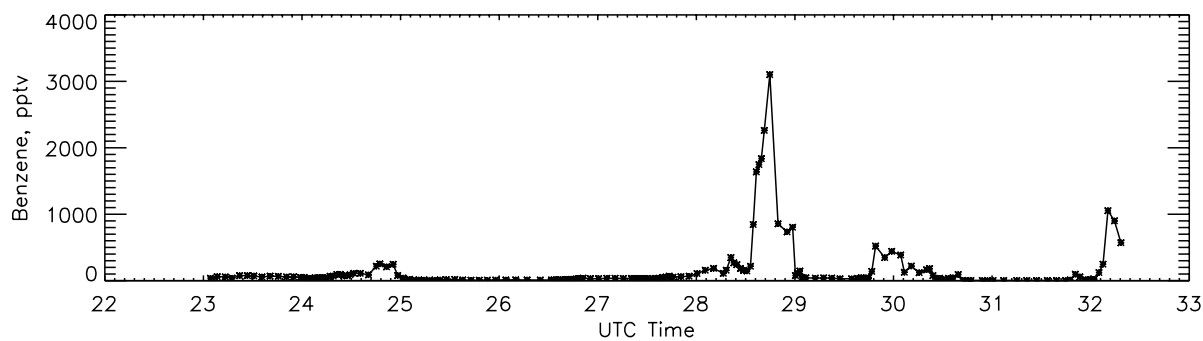
FINAL DATA: TRACE-P DC-8 Flight 13



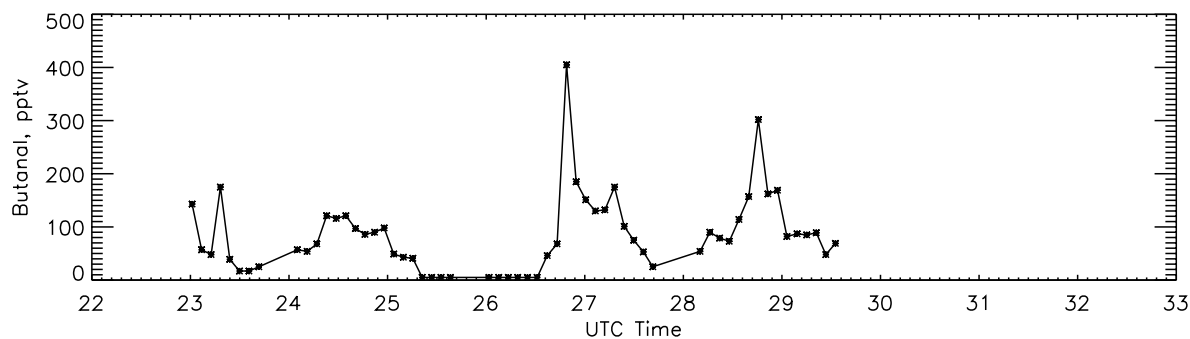
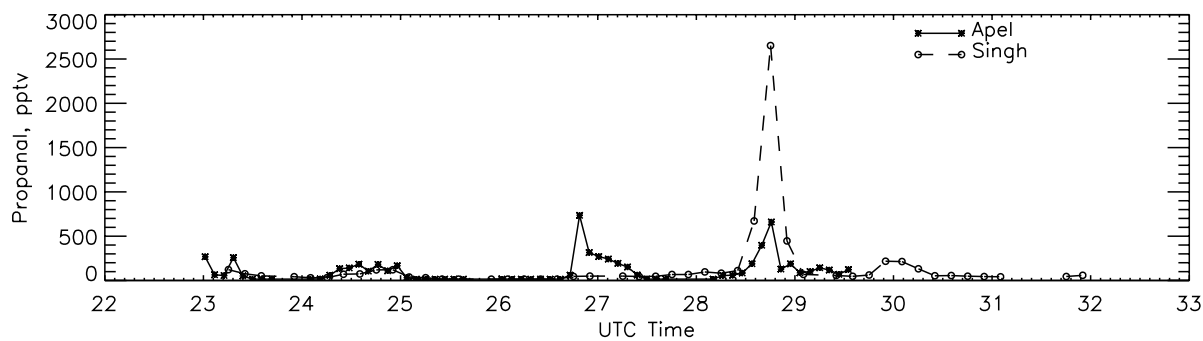
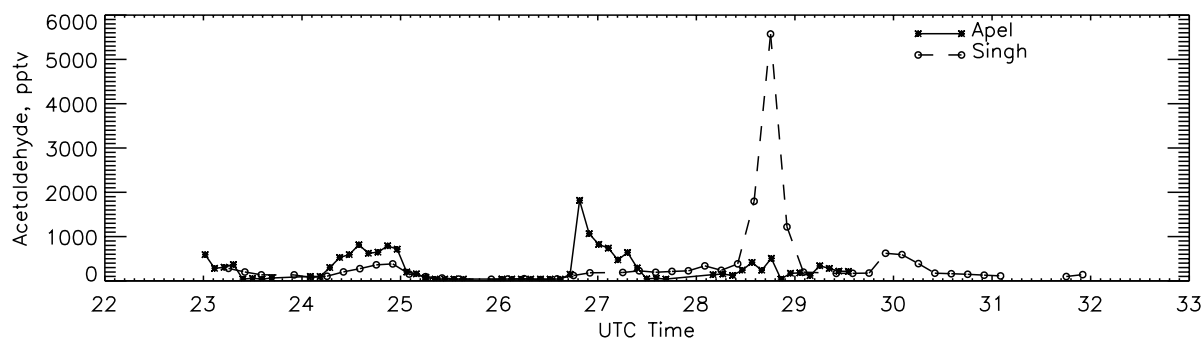
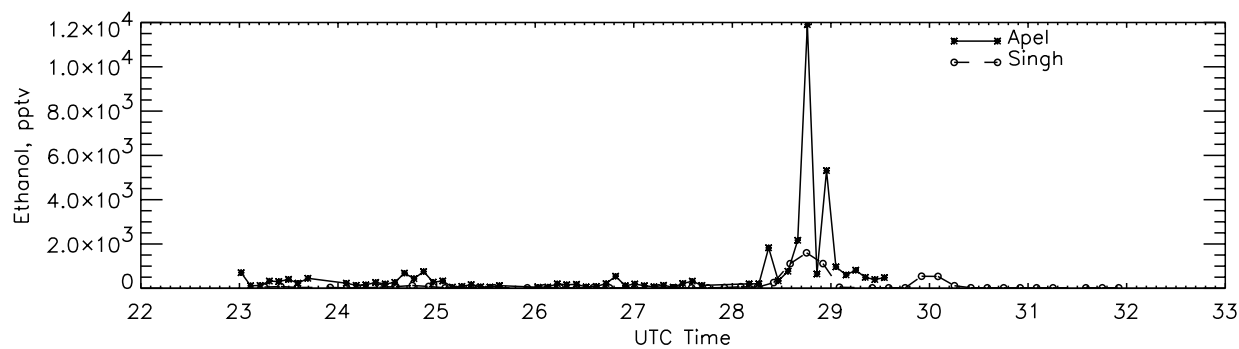
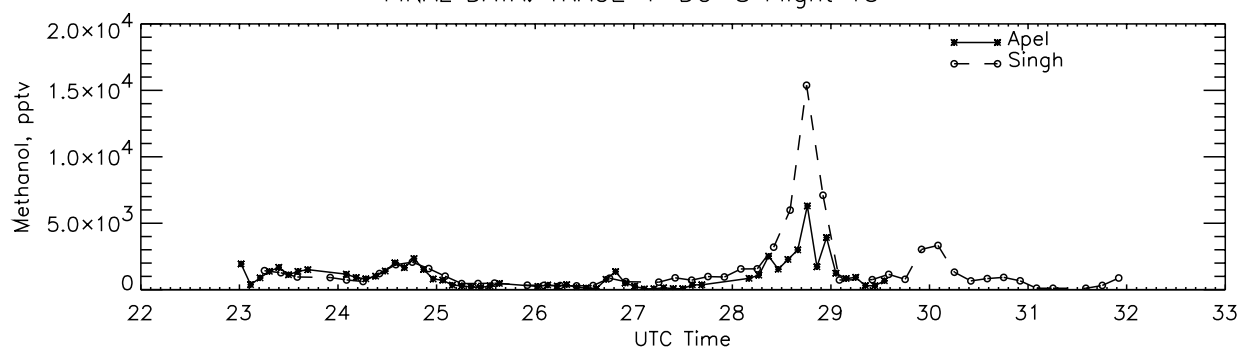
FINAL DATA: TRACE-P DC-8 Flight 13



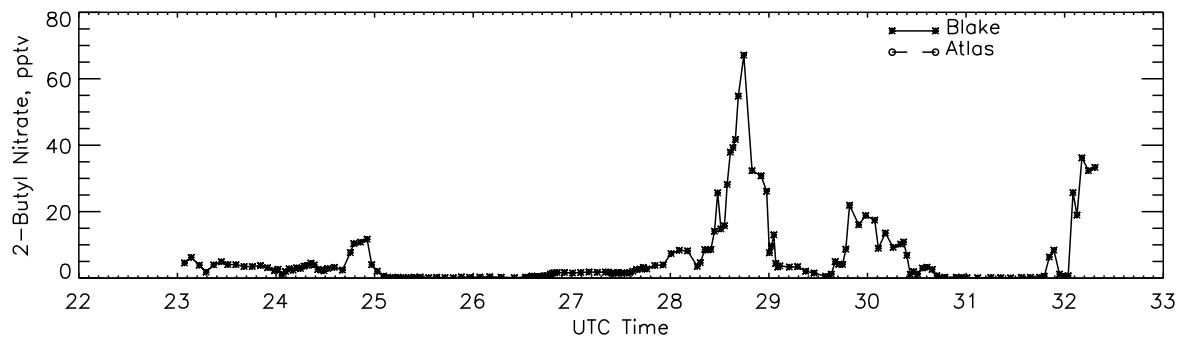
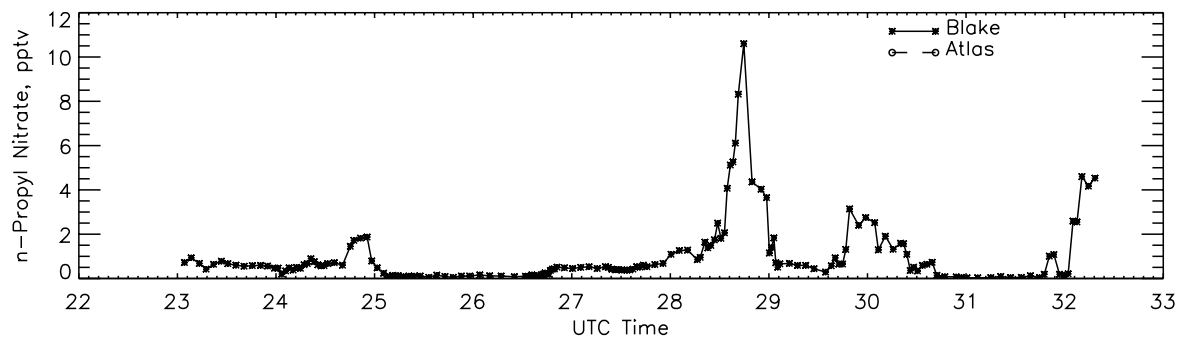
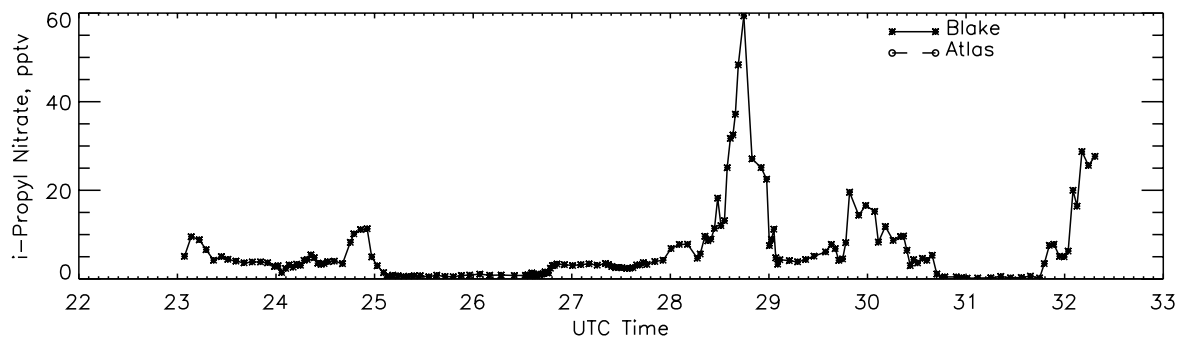
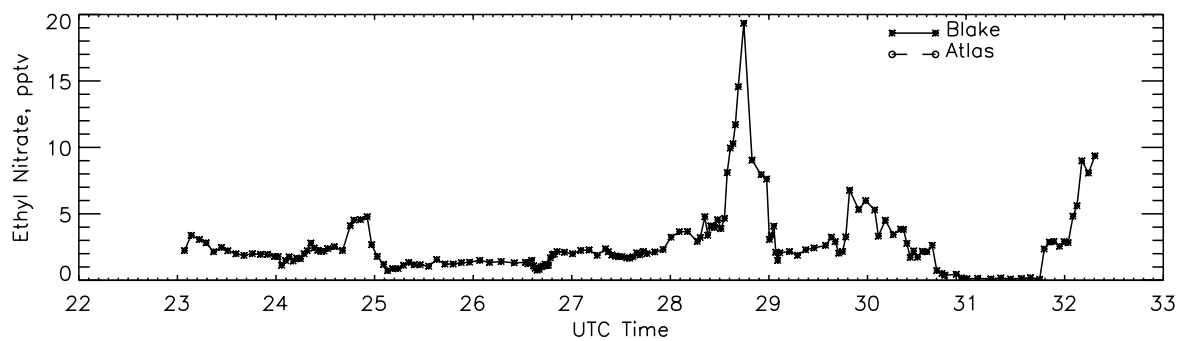
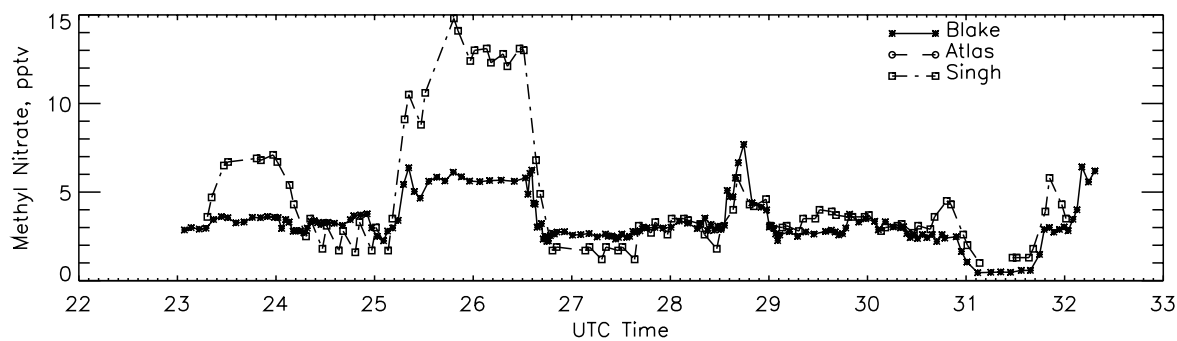
FINAL DATA: TRACE-P DC-8 Flight 13



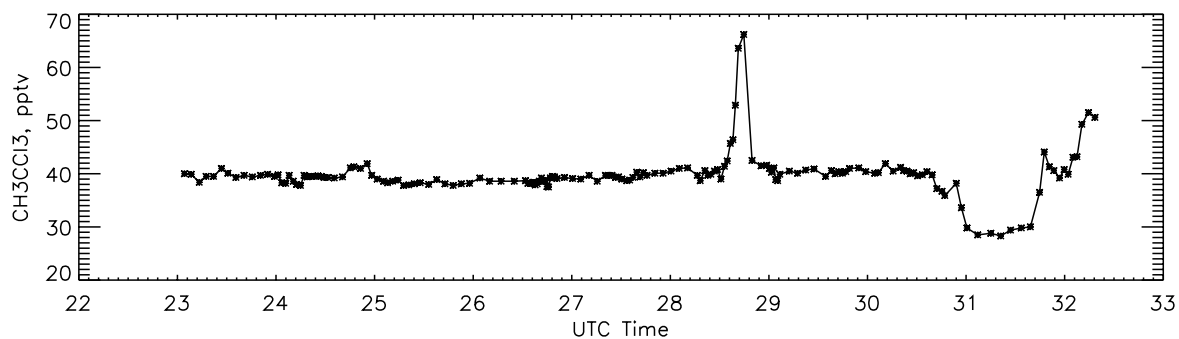
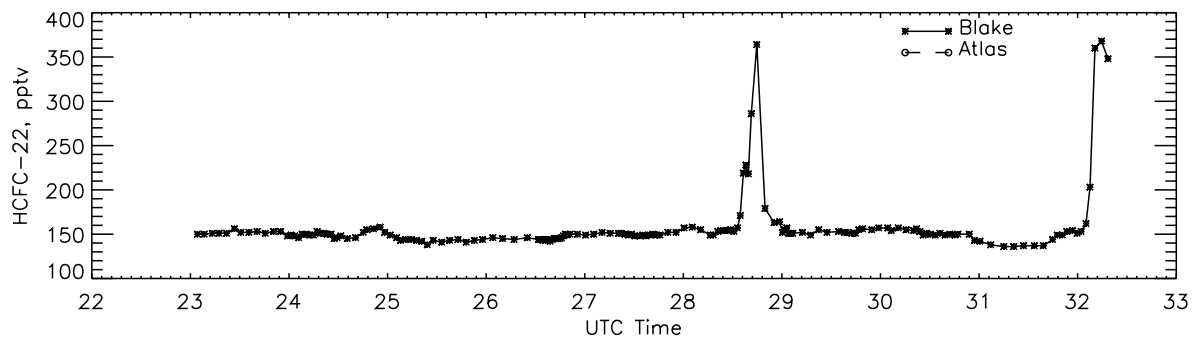
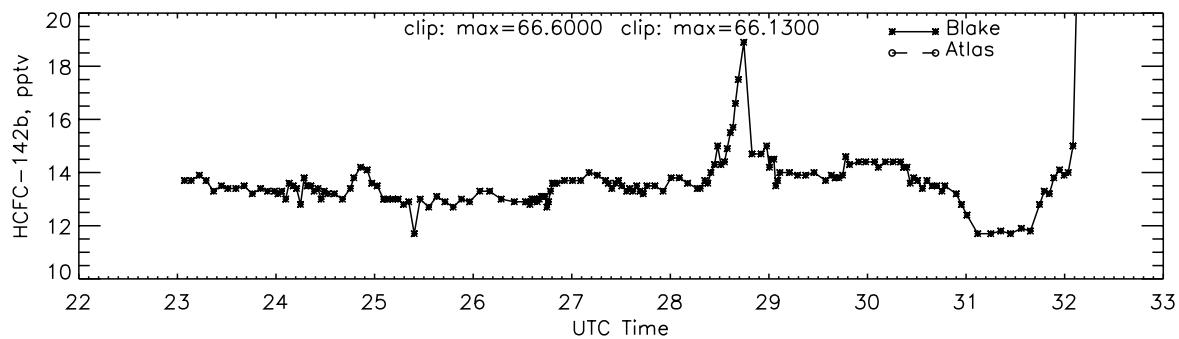
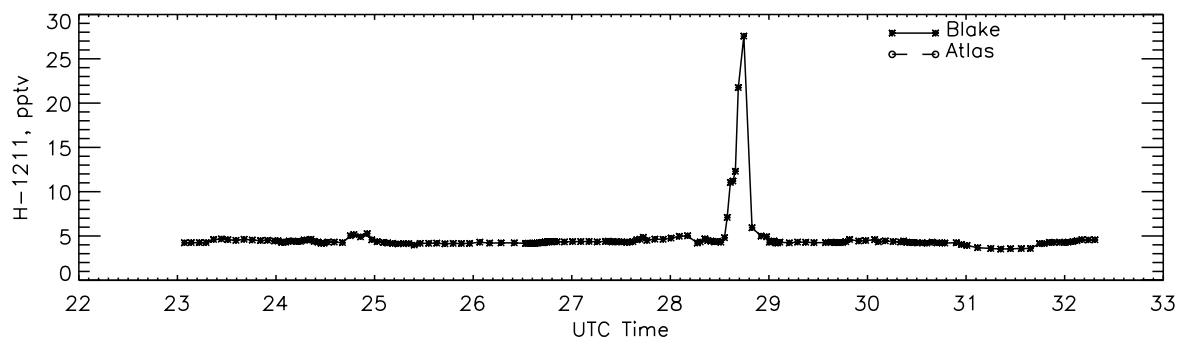
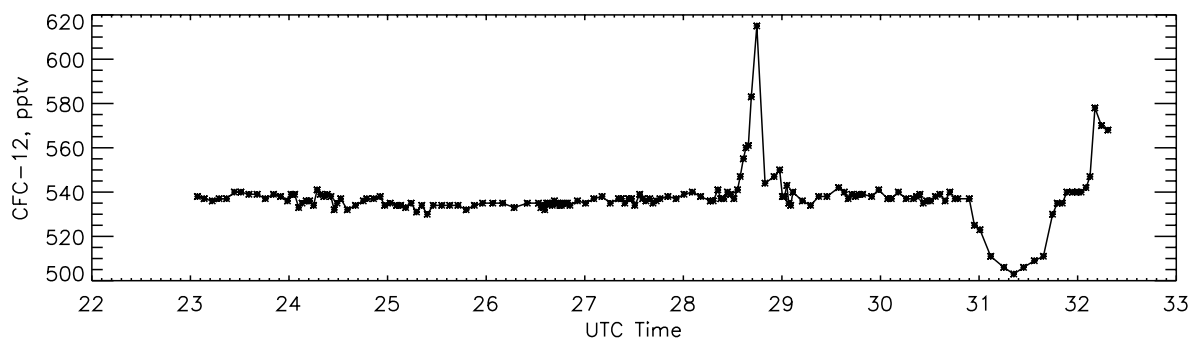
FINAL DATA: TRACE-P DC-8 Flight 13



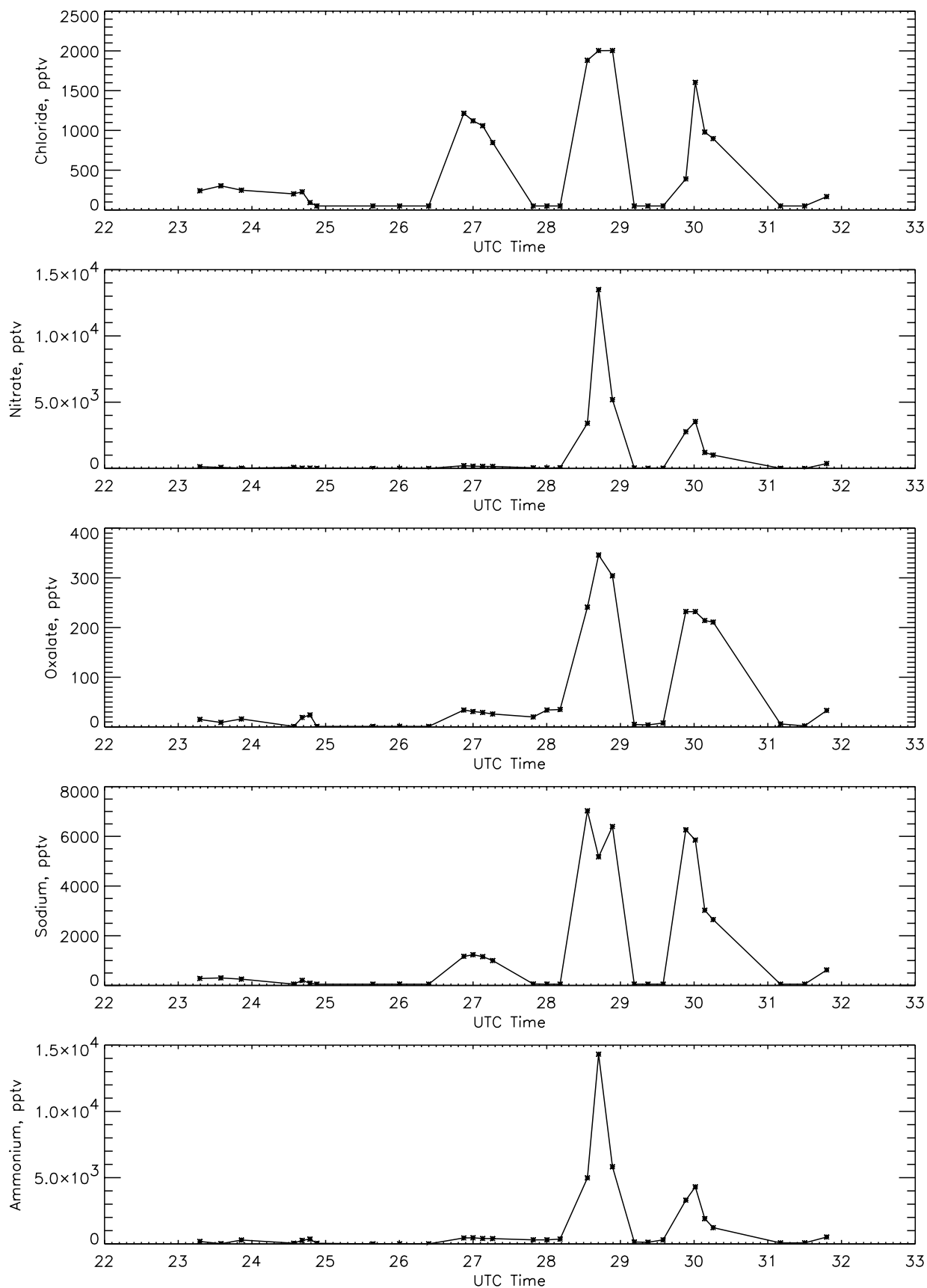
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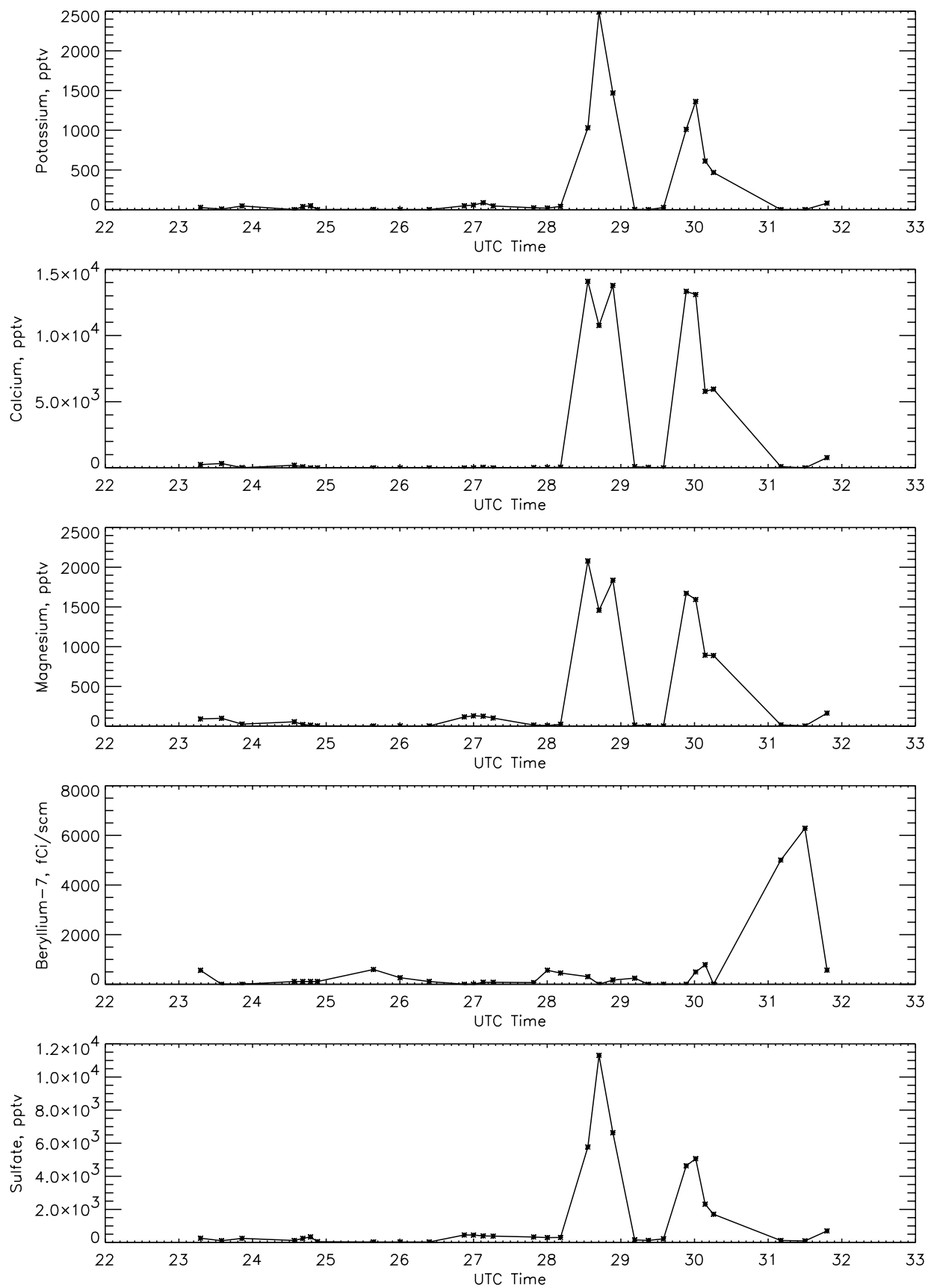
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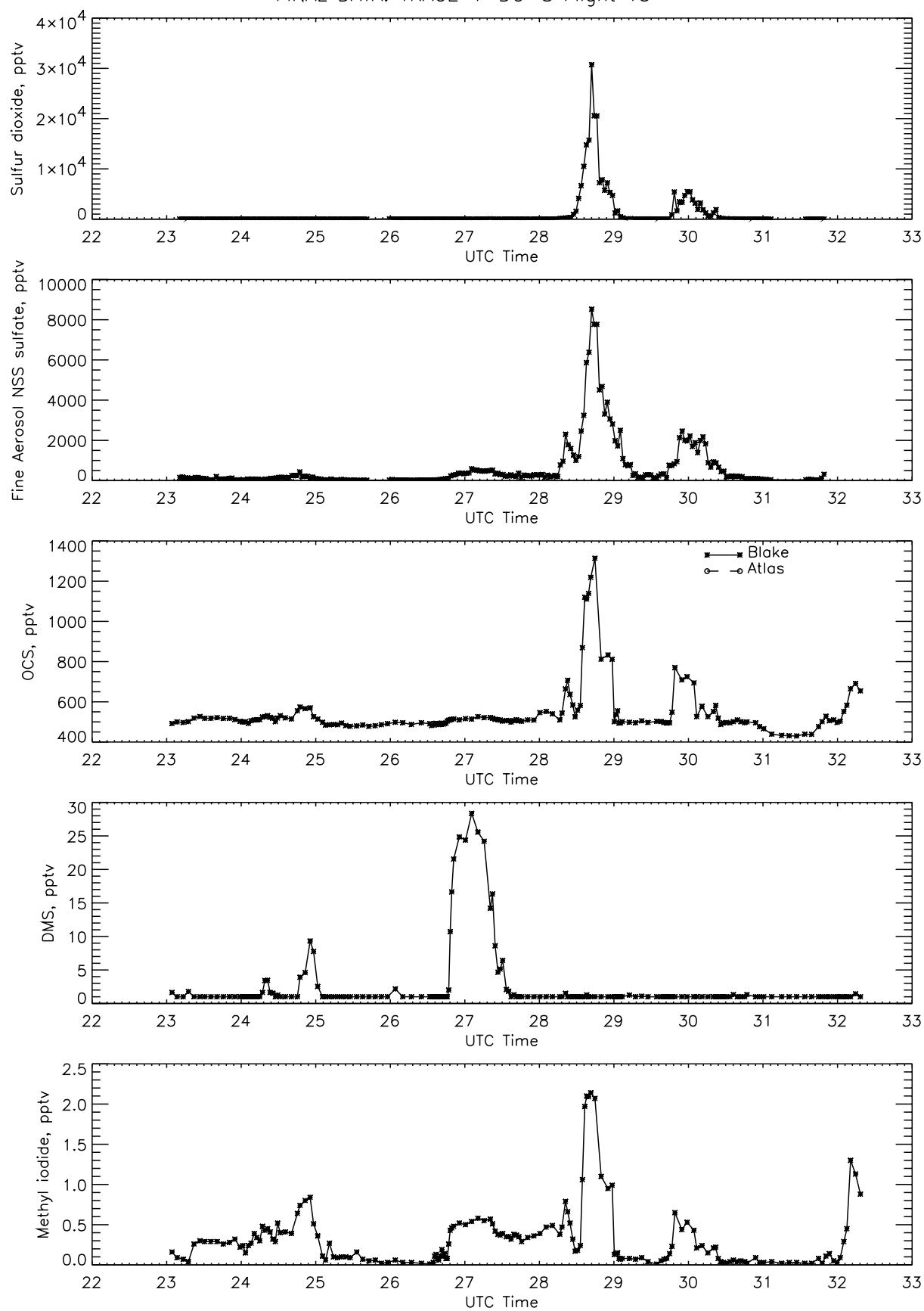
FINAL DATA: TRACE-P DC-8 Flight 13



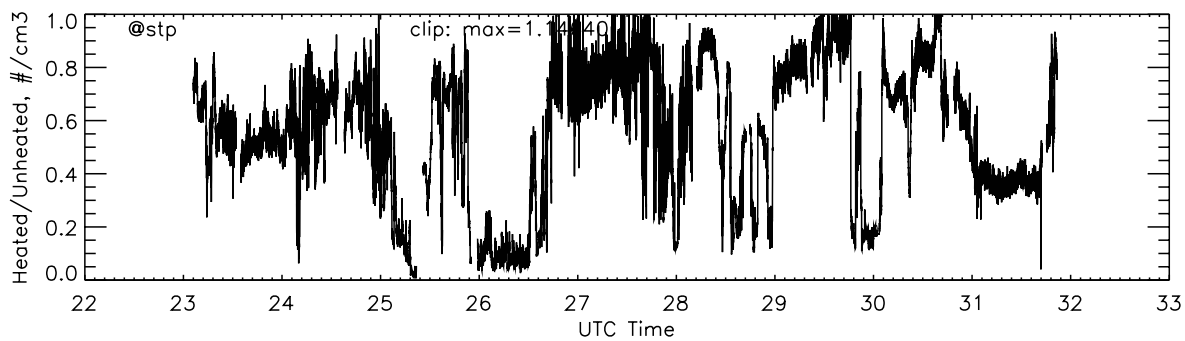
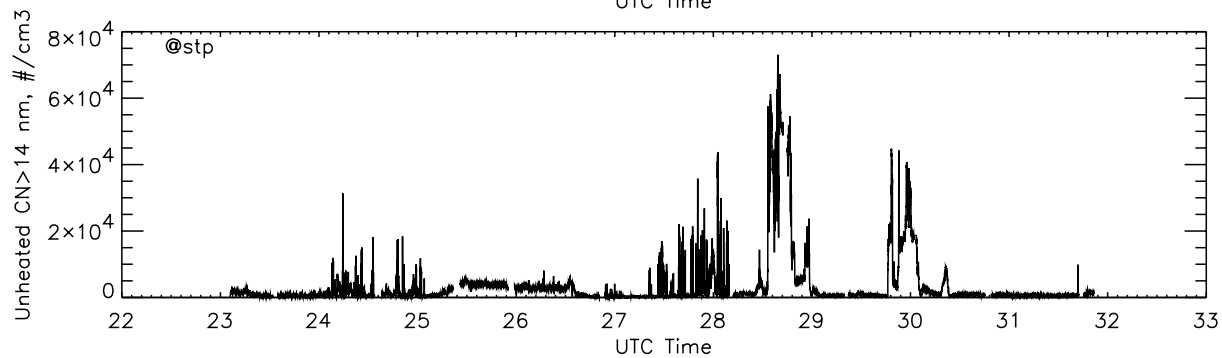
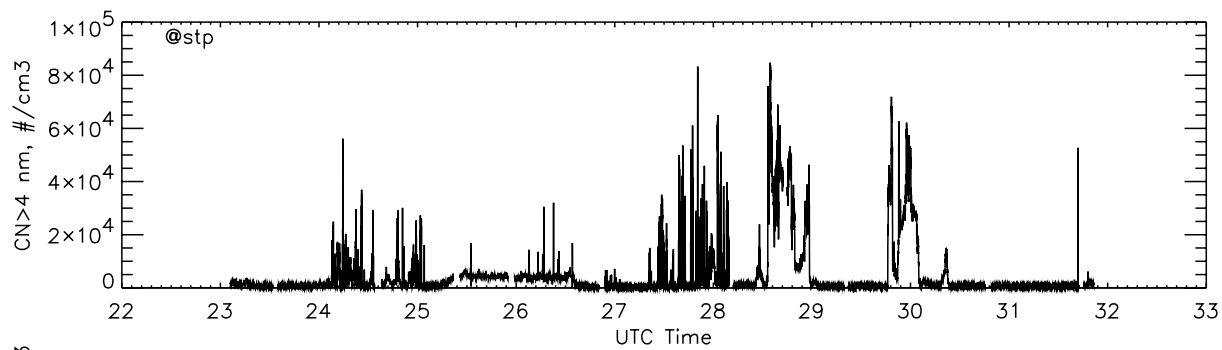
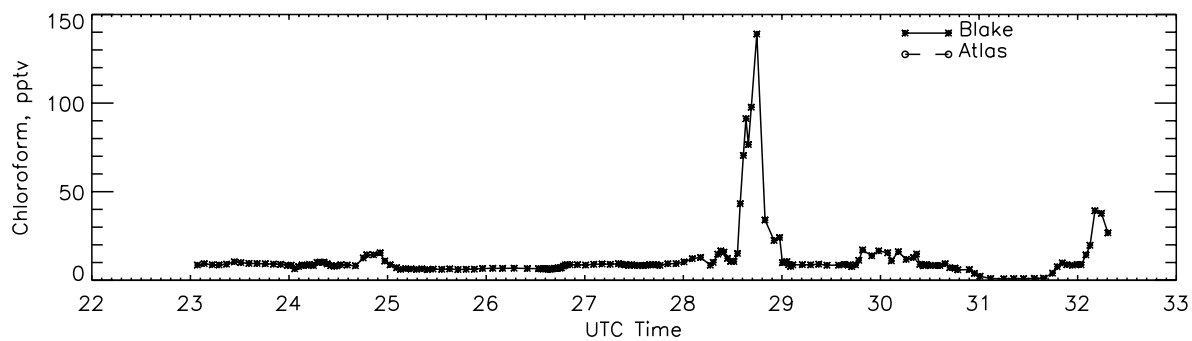
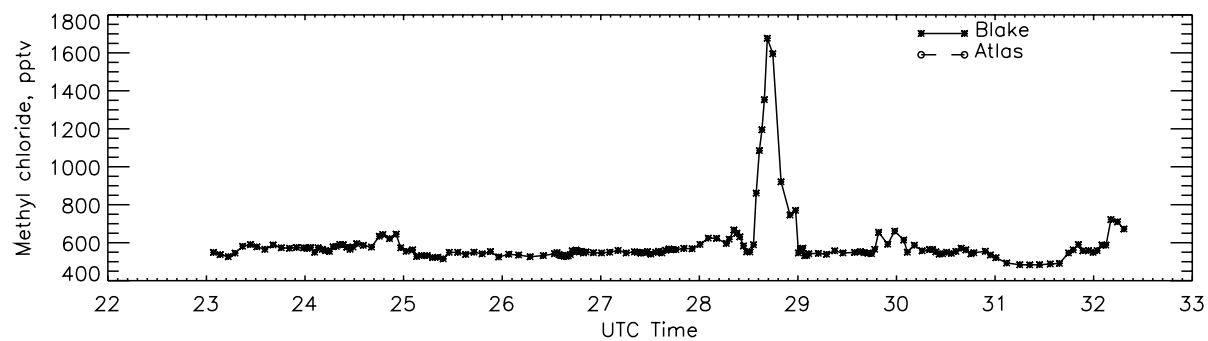
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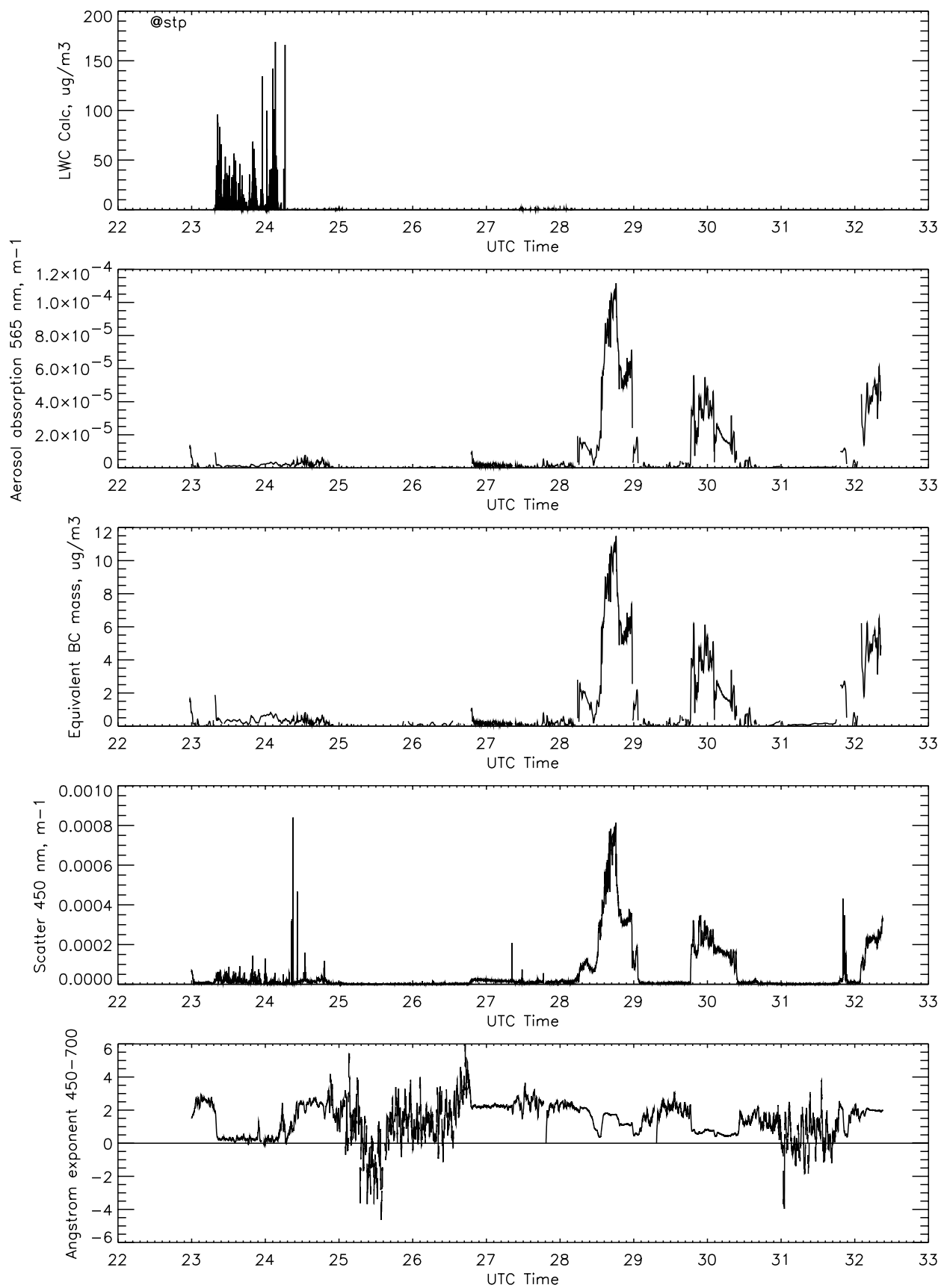
FINAL DATA: TRACE-P DC-8 Flight 13



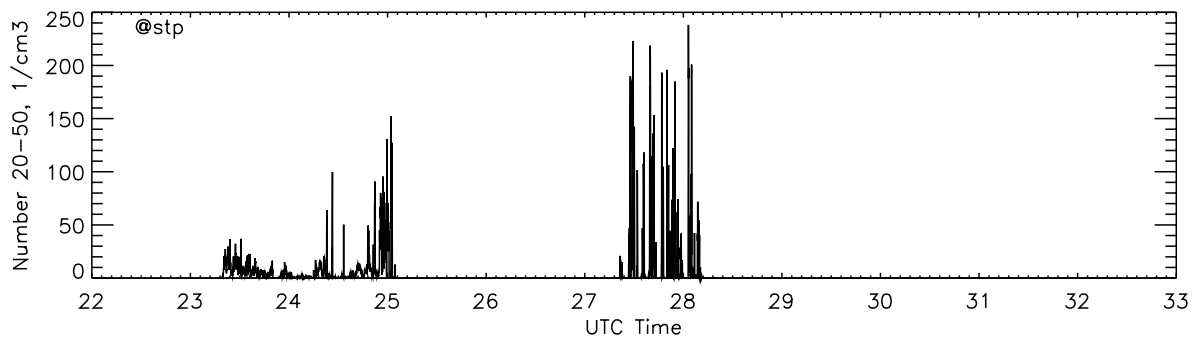
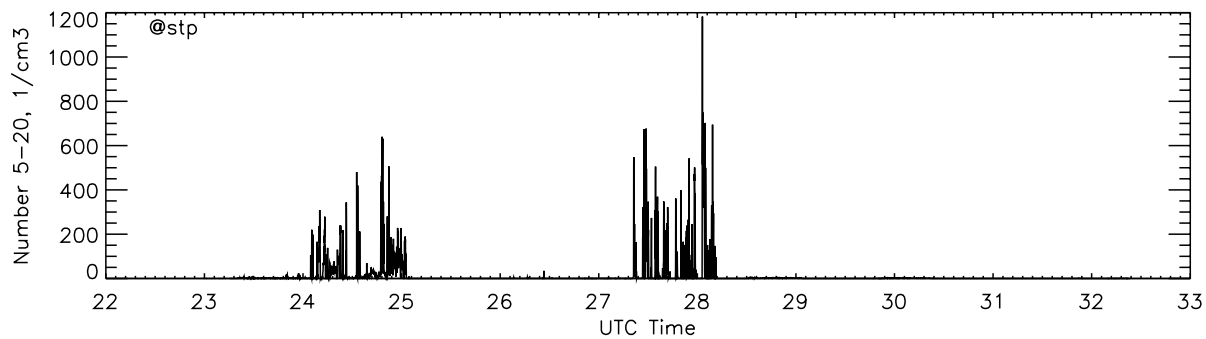
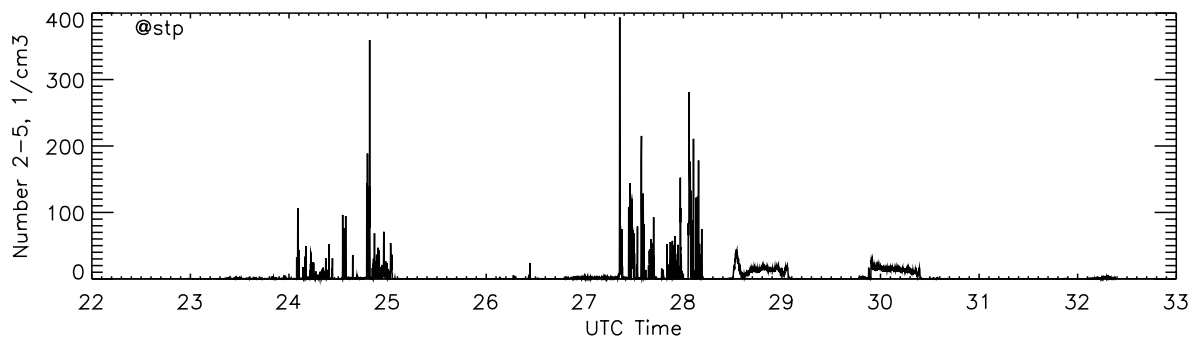
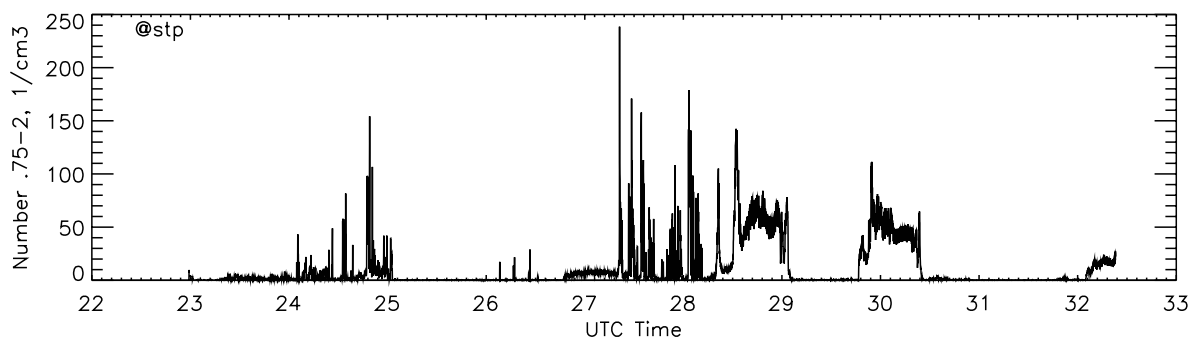
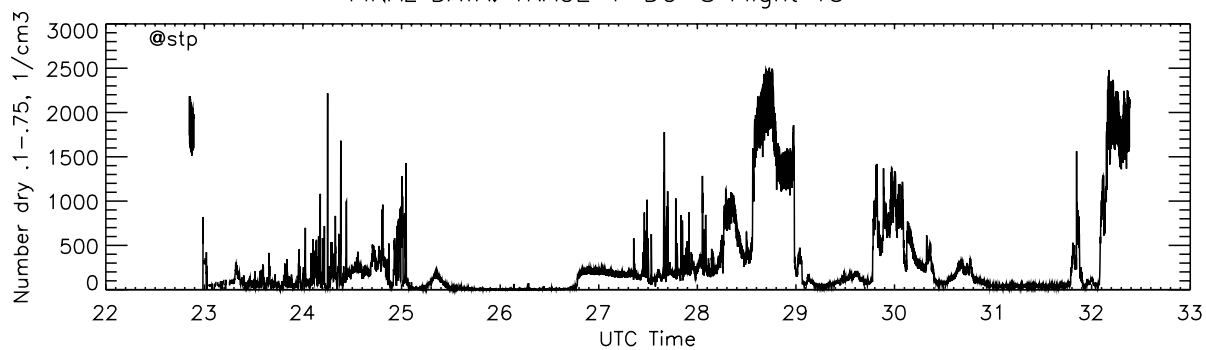
FINAL DATA: TRACE-P DC-8 Flight 13



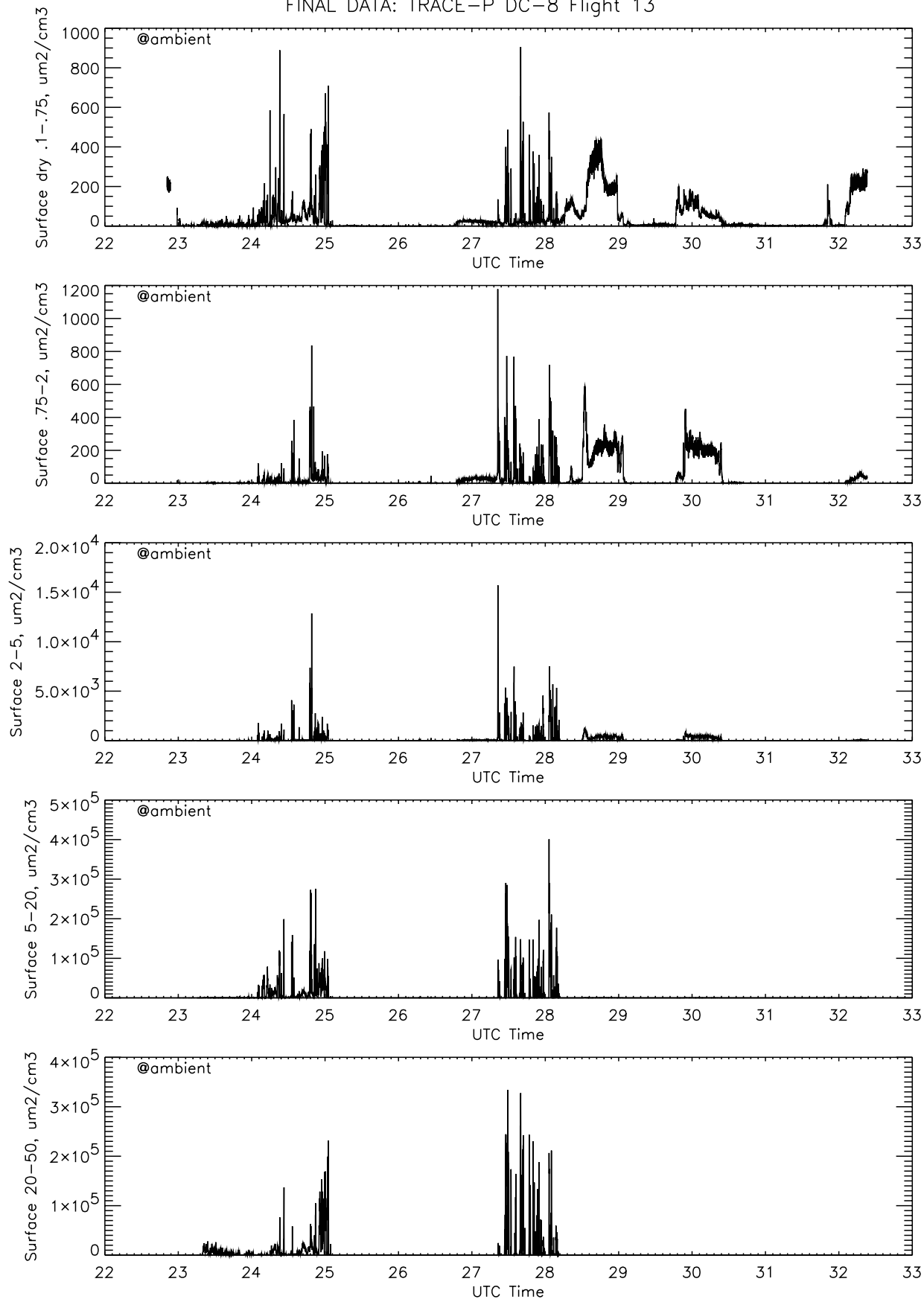
FINAL DATA: TRACE-P DC-8 Flight 13



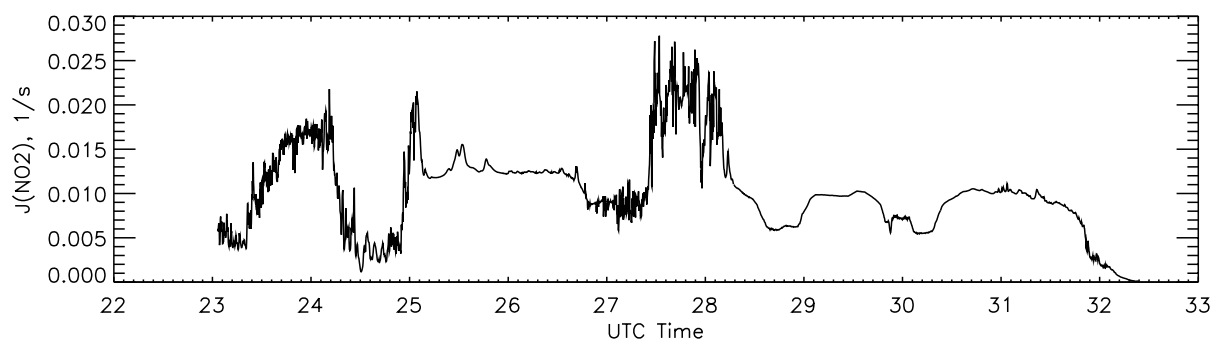
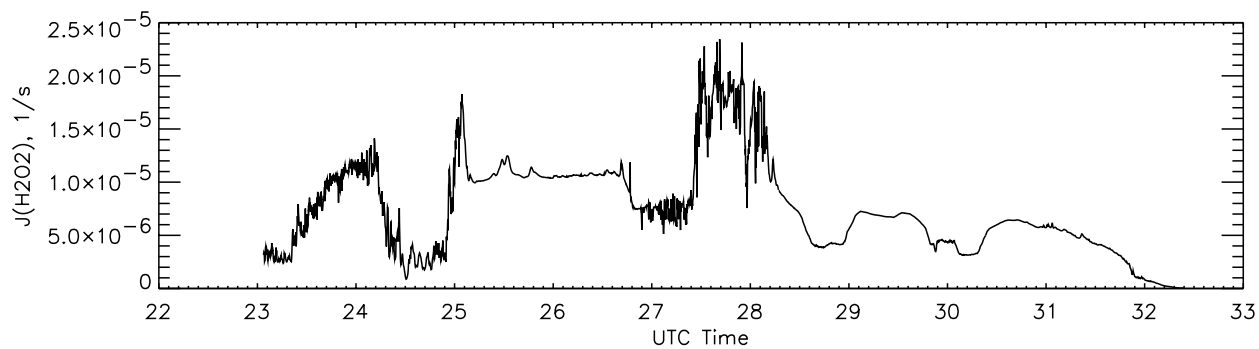
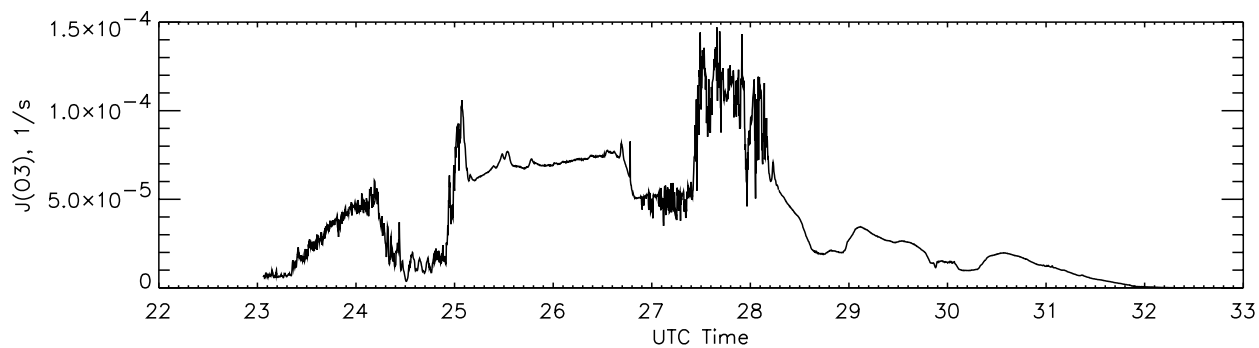
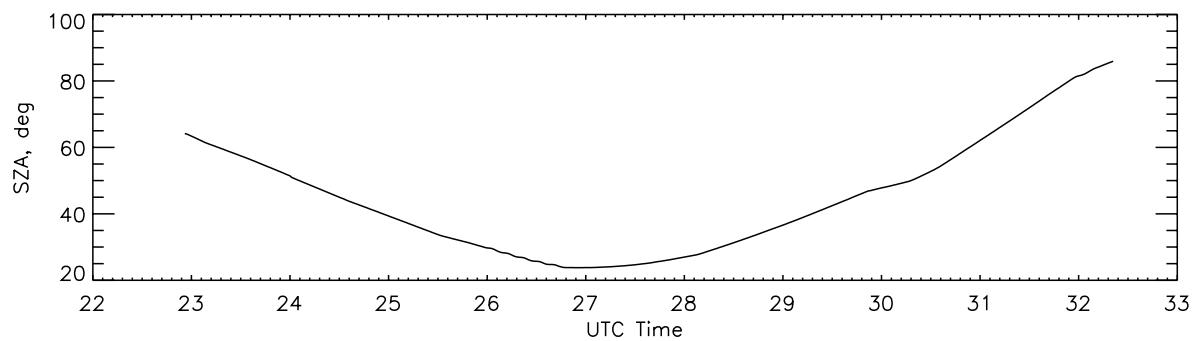
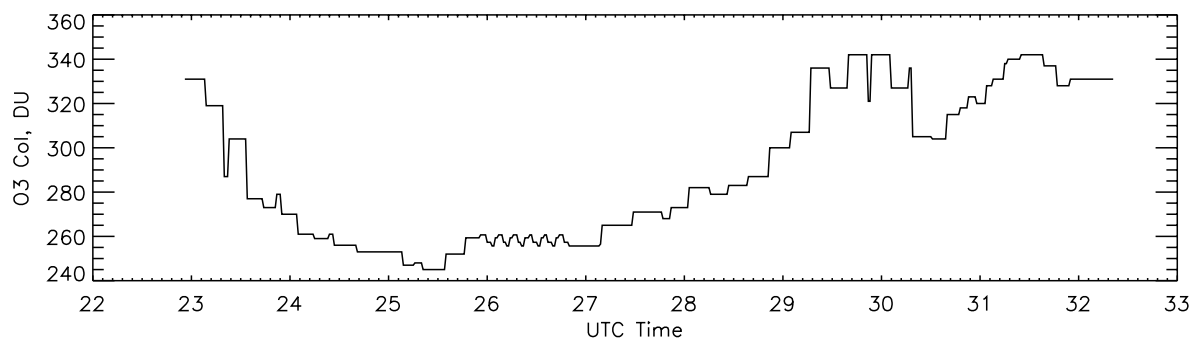
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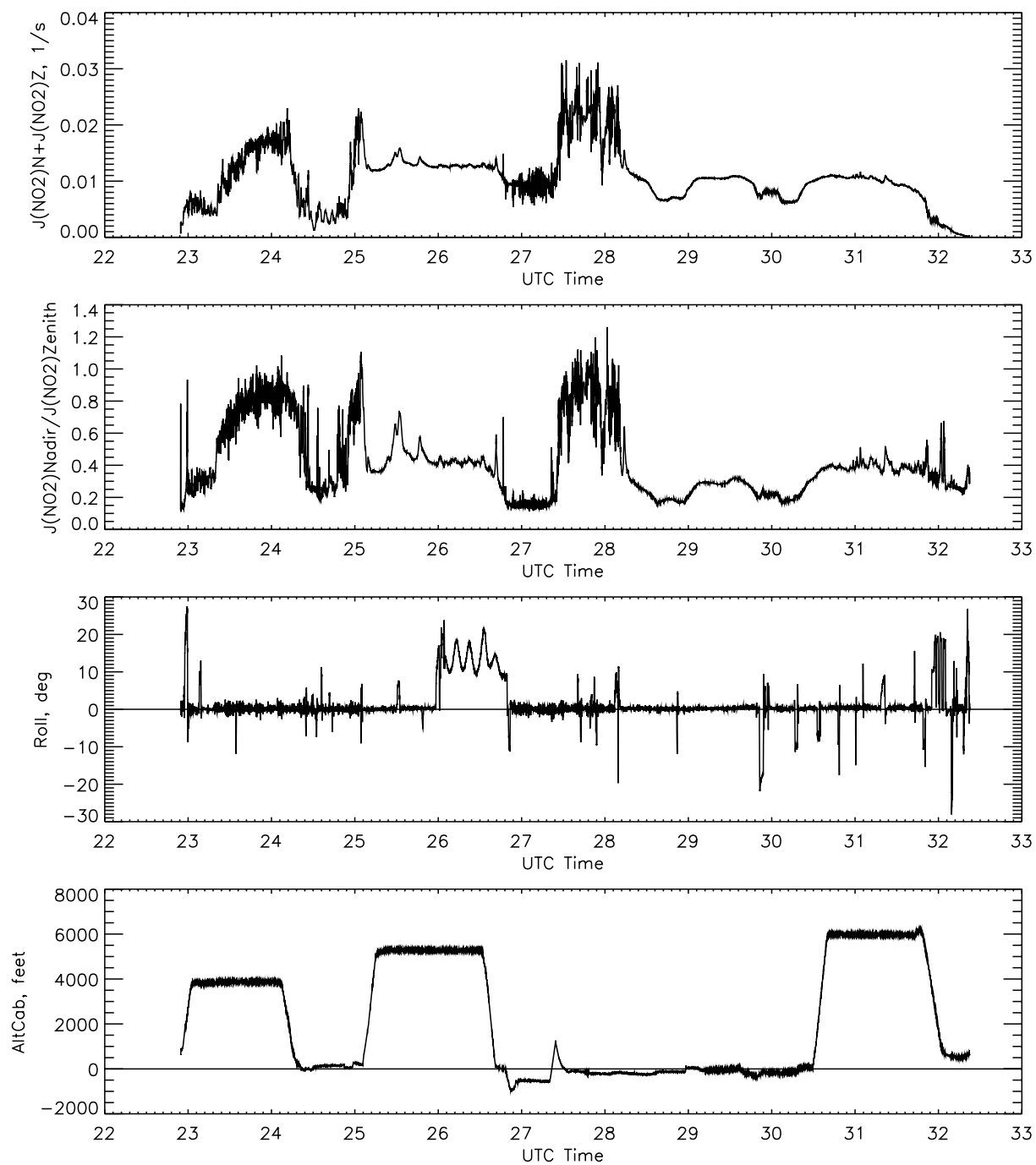
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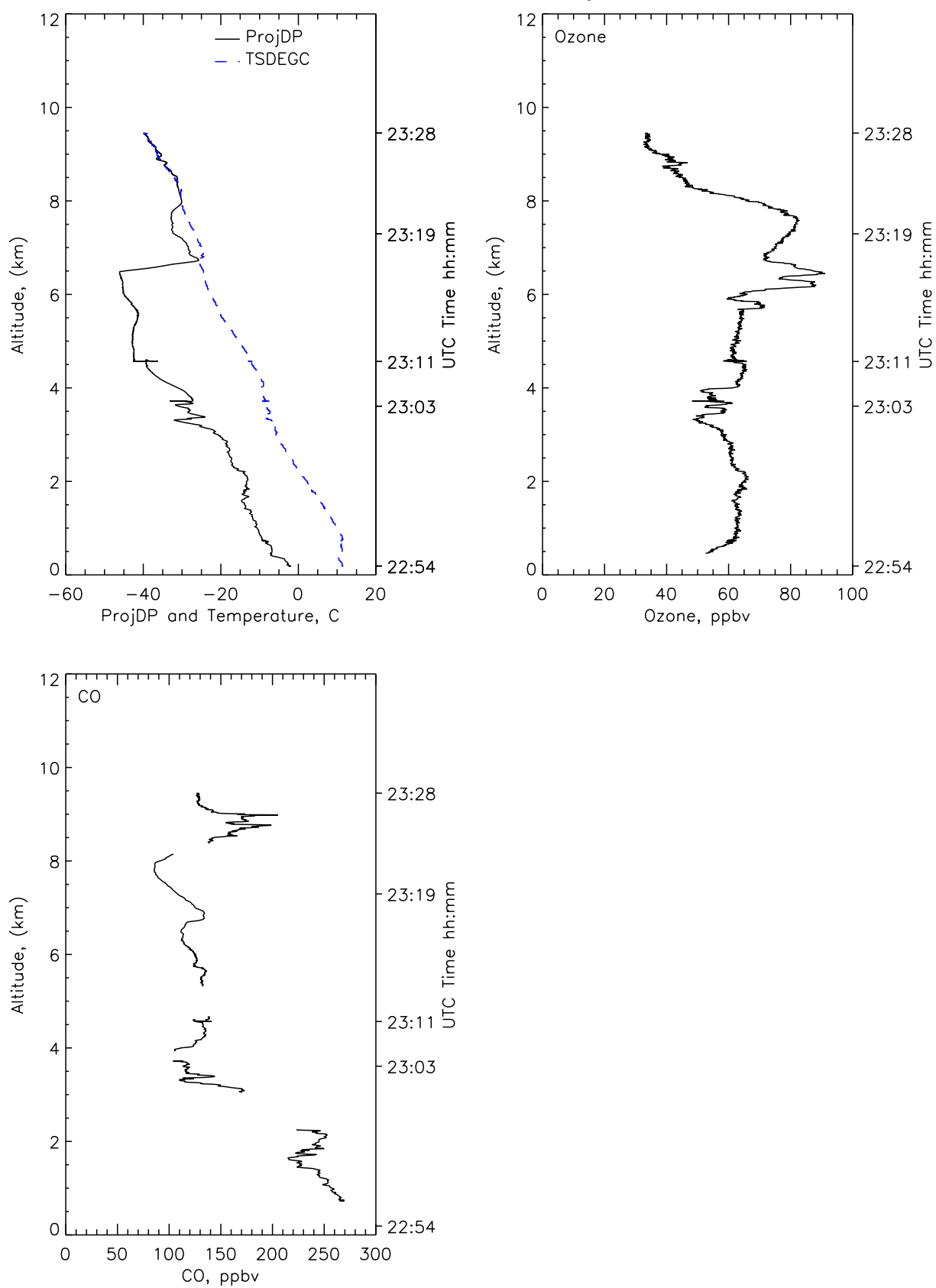
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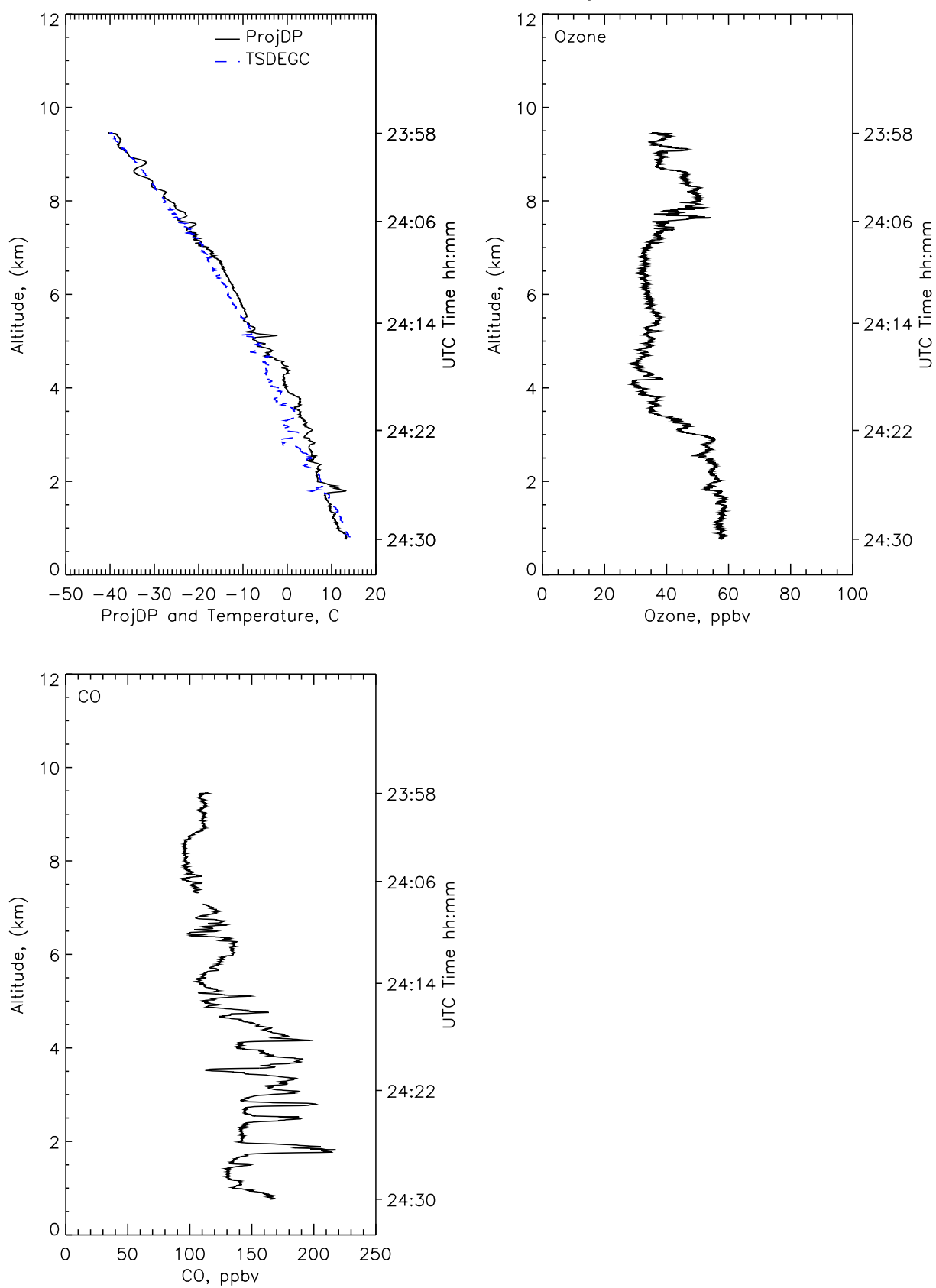
FINAL DATA: TRACE-P DC-8 Flight 13



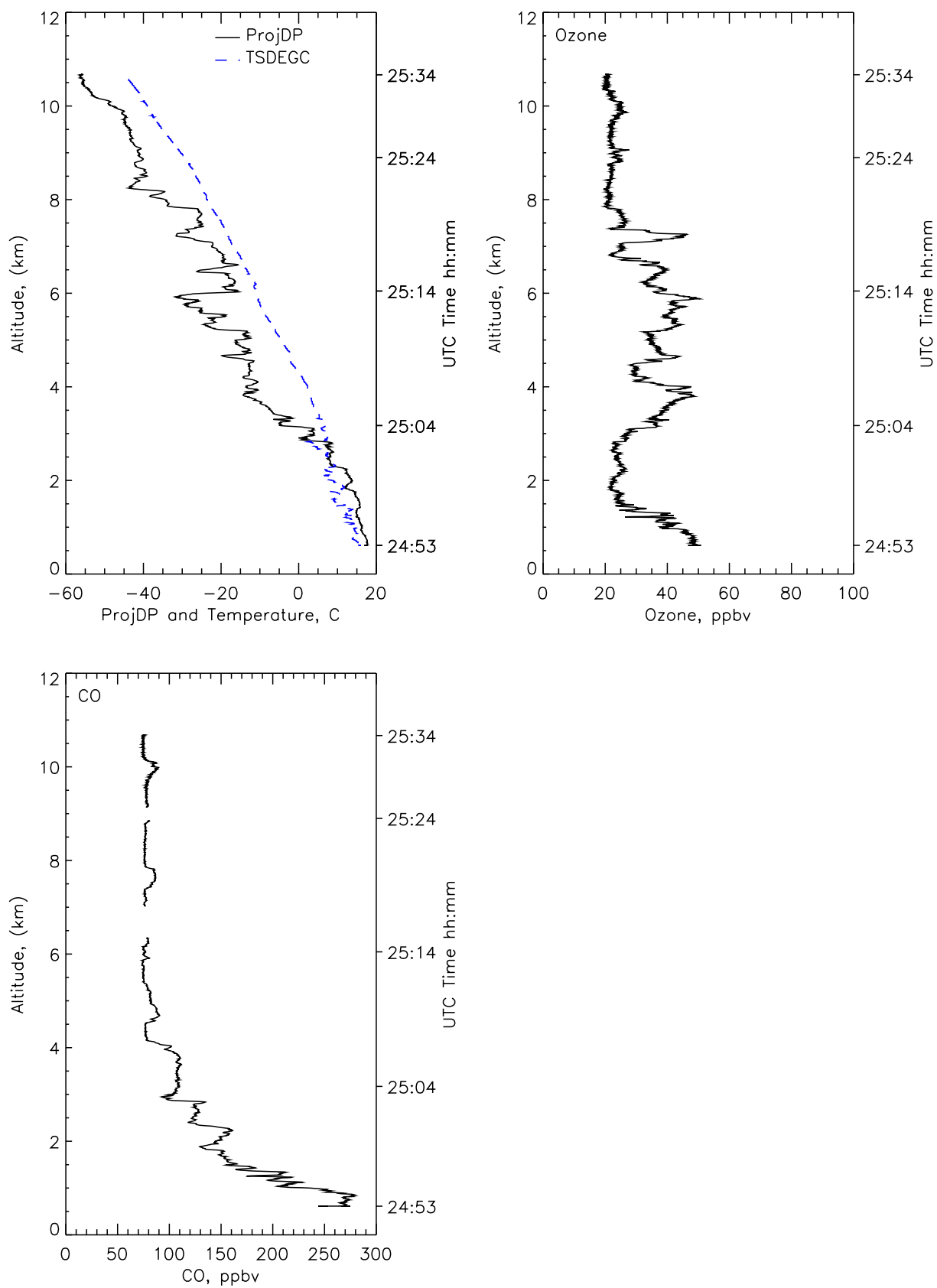
Profile # 1 TRACE-P DC-8 Flight 13



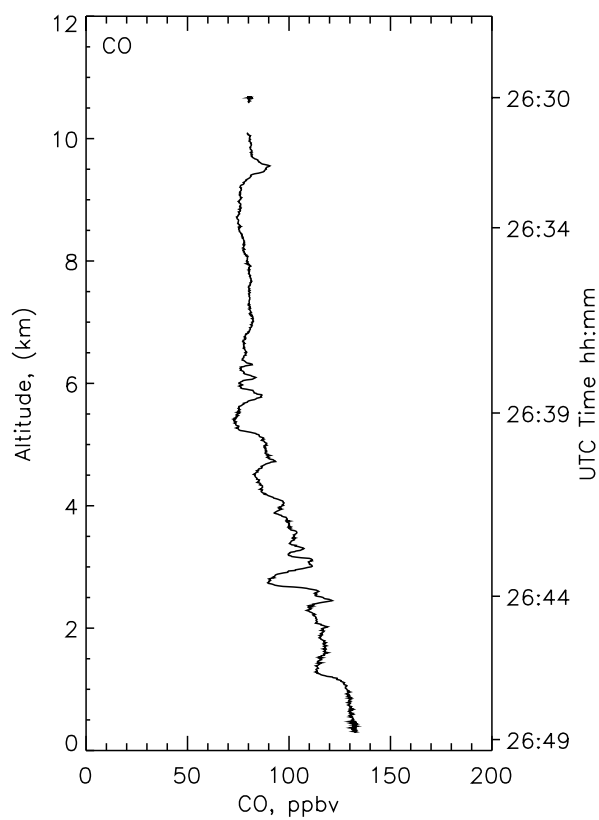
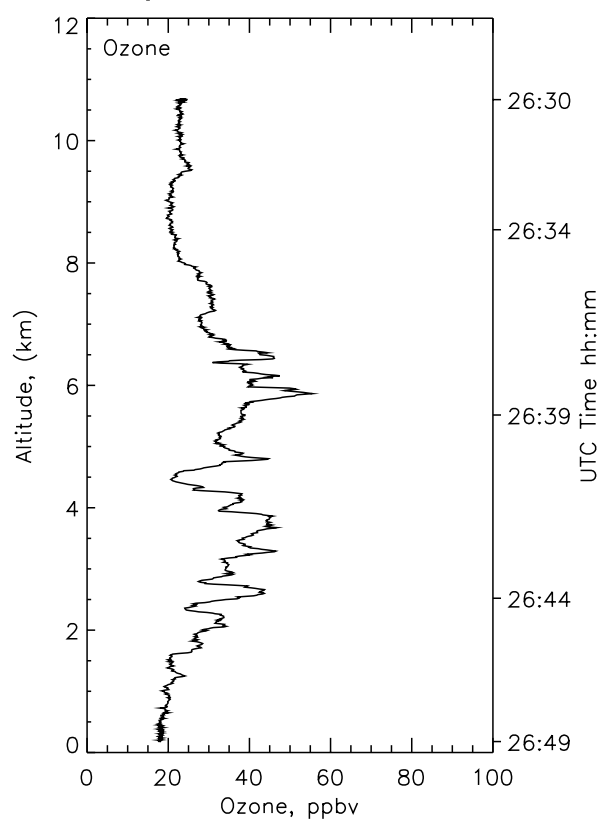
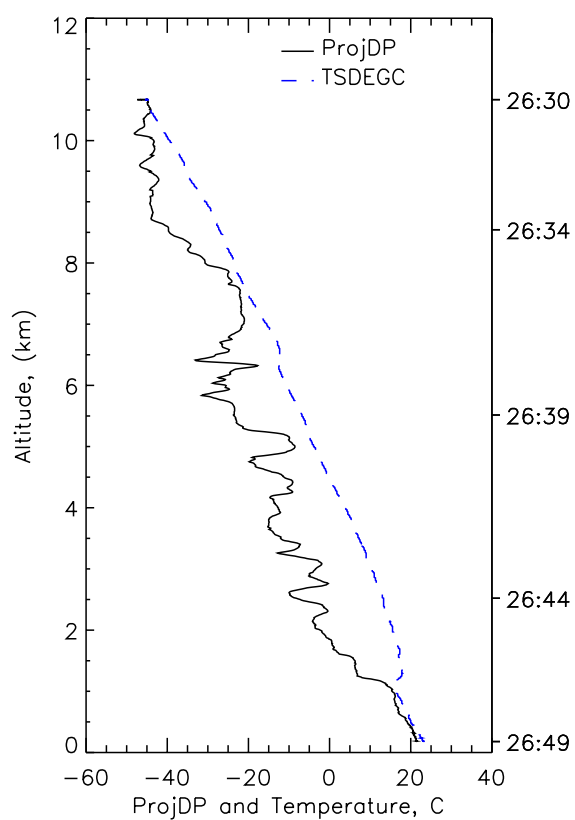
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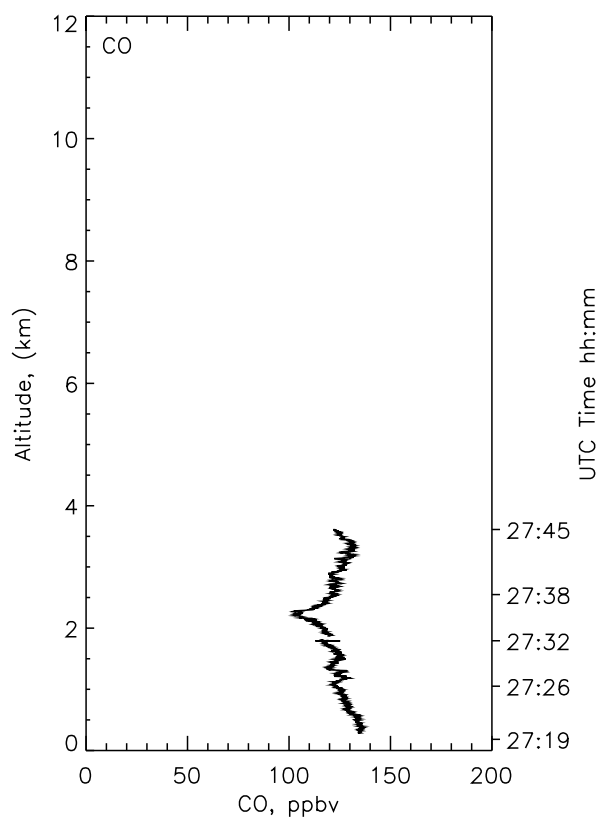
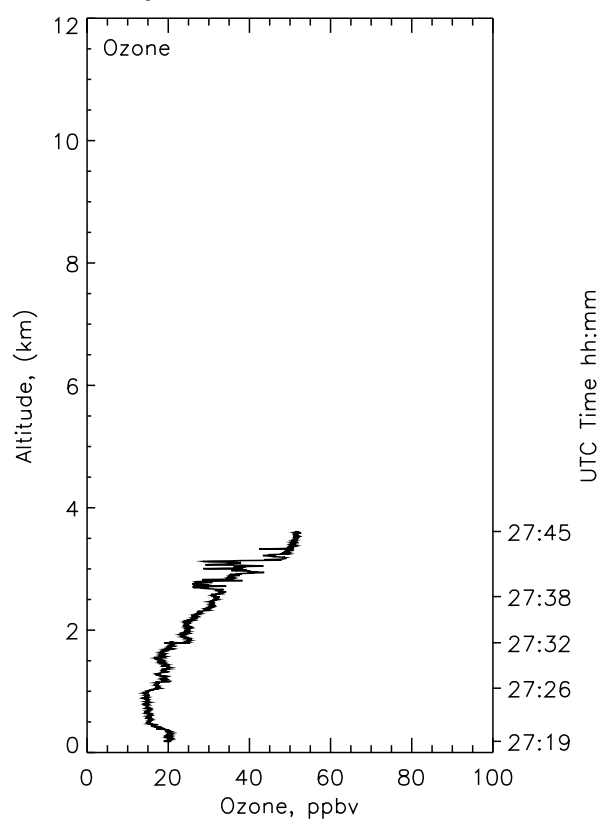
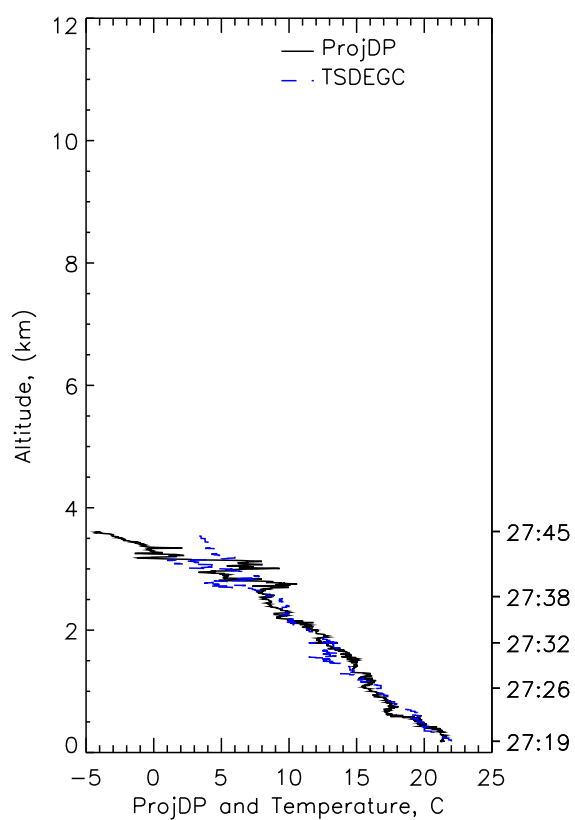
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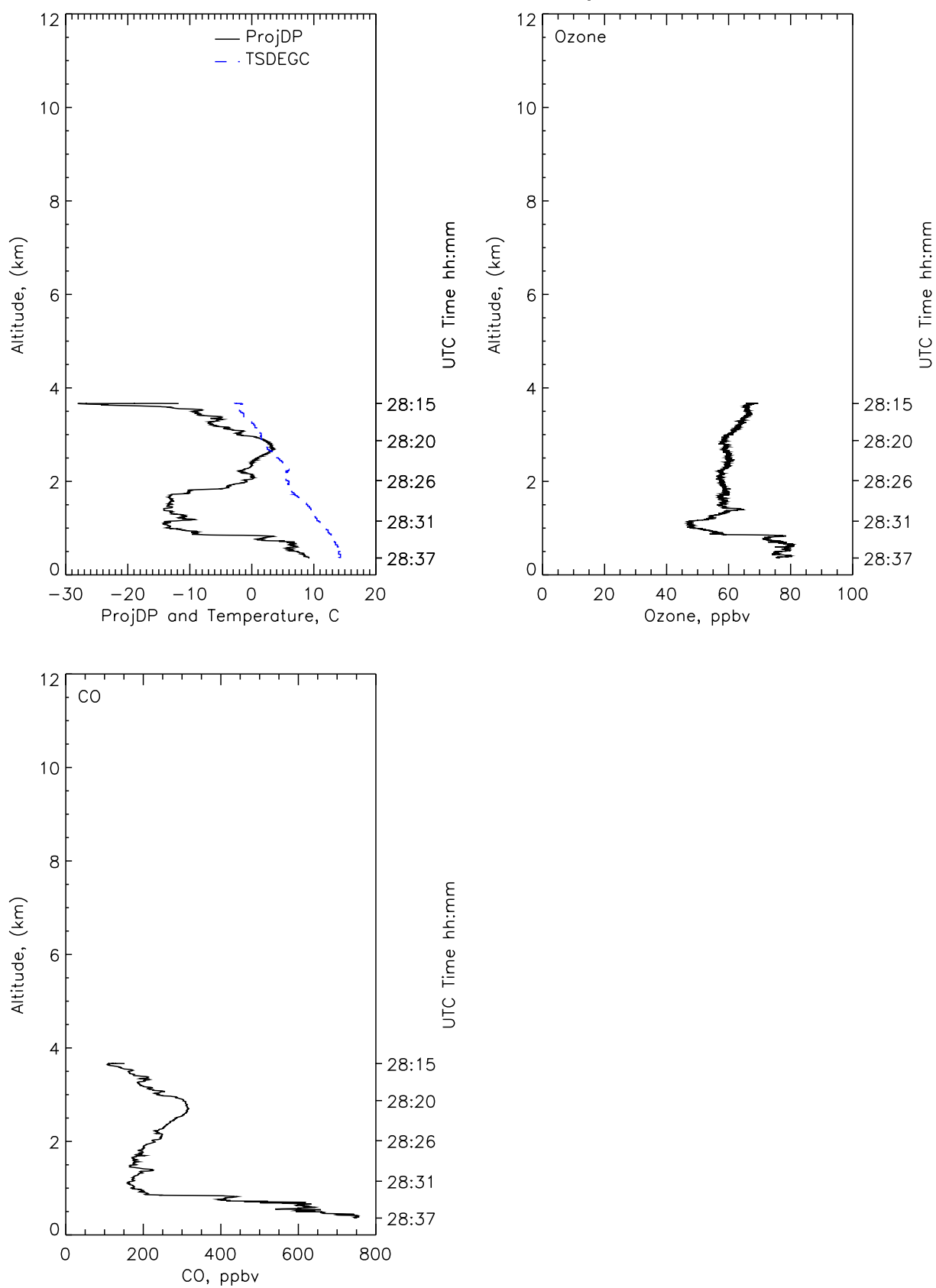
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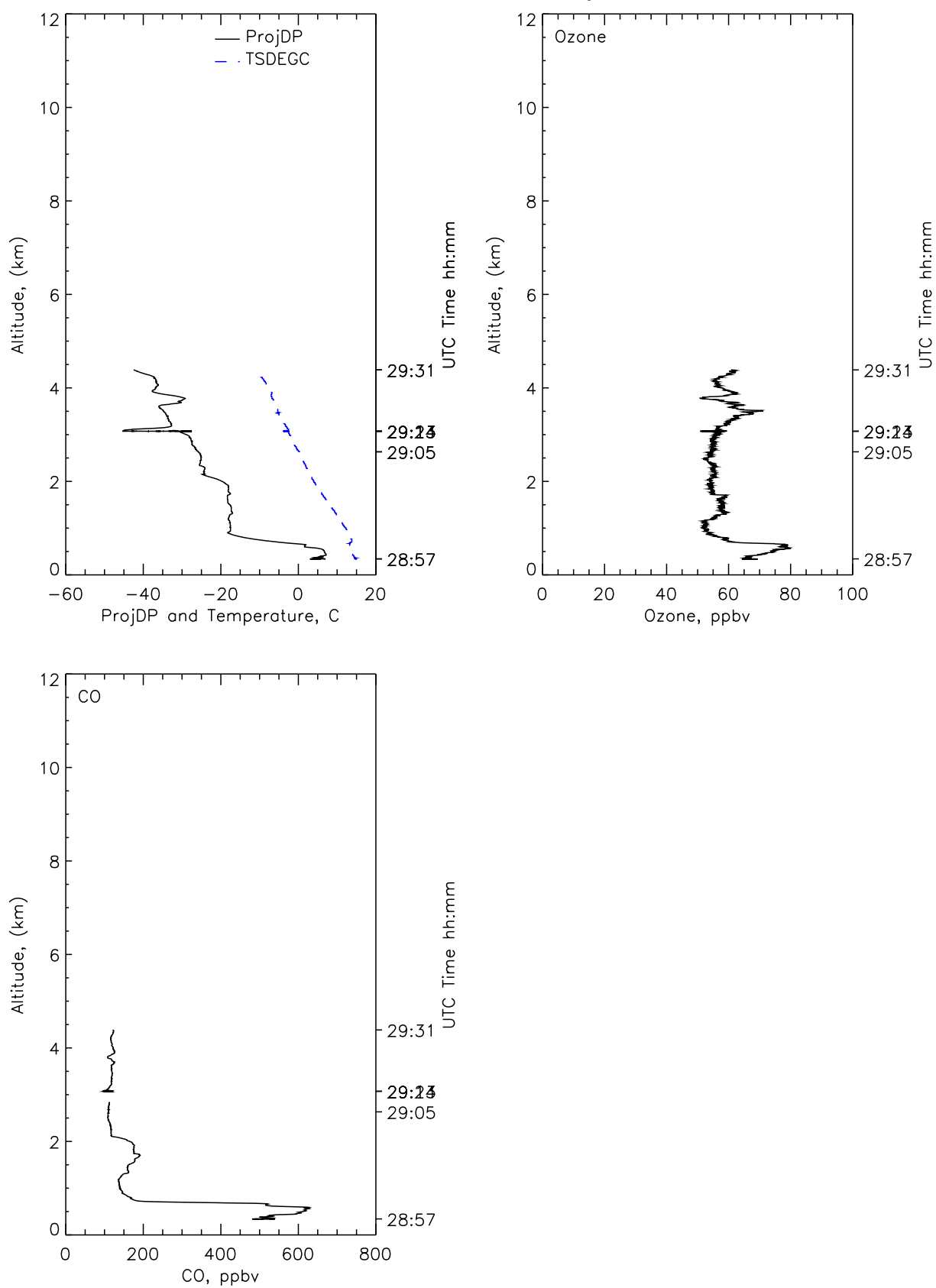
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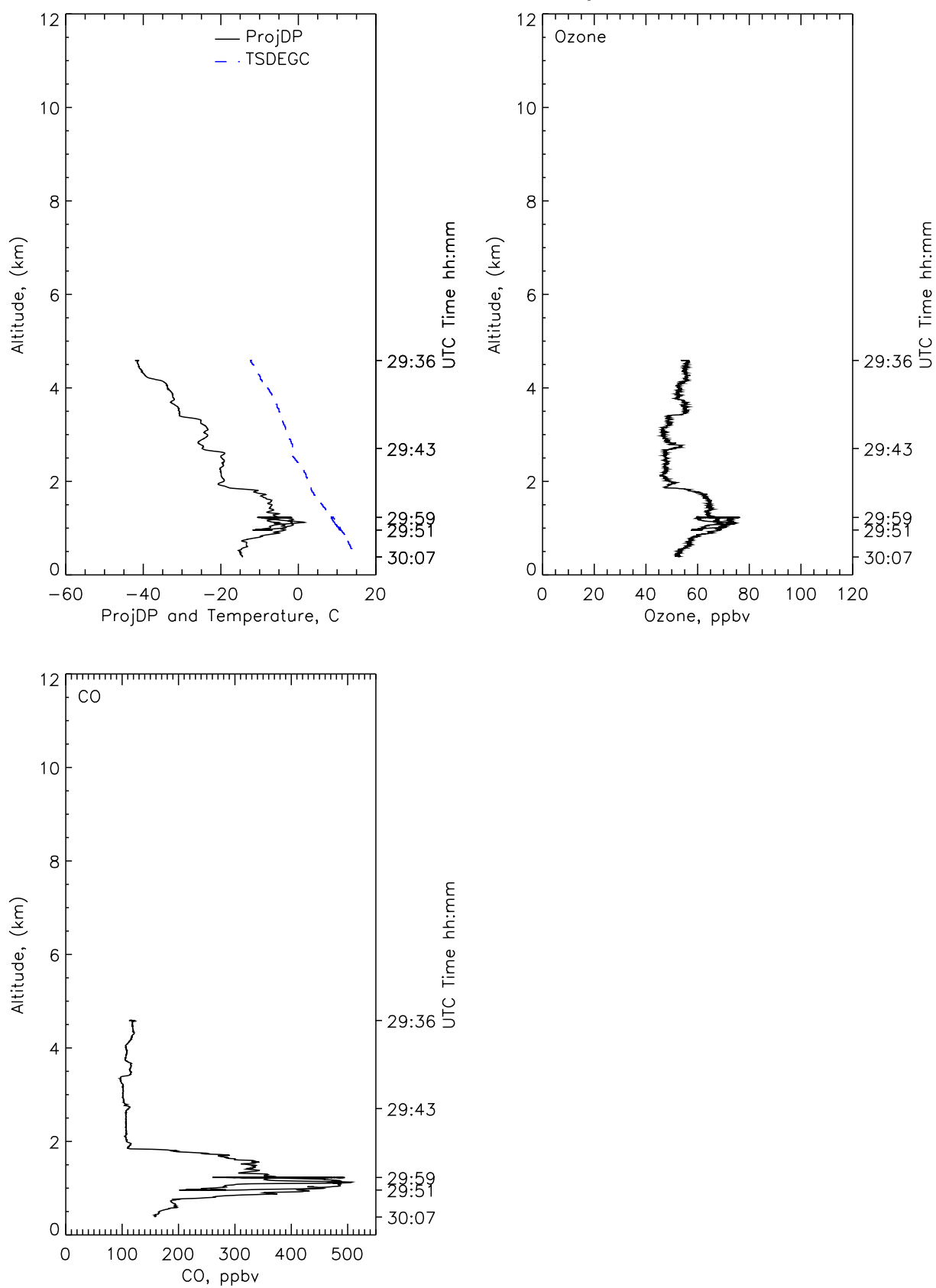
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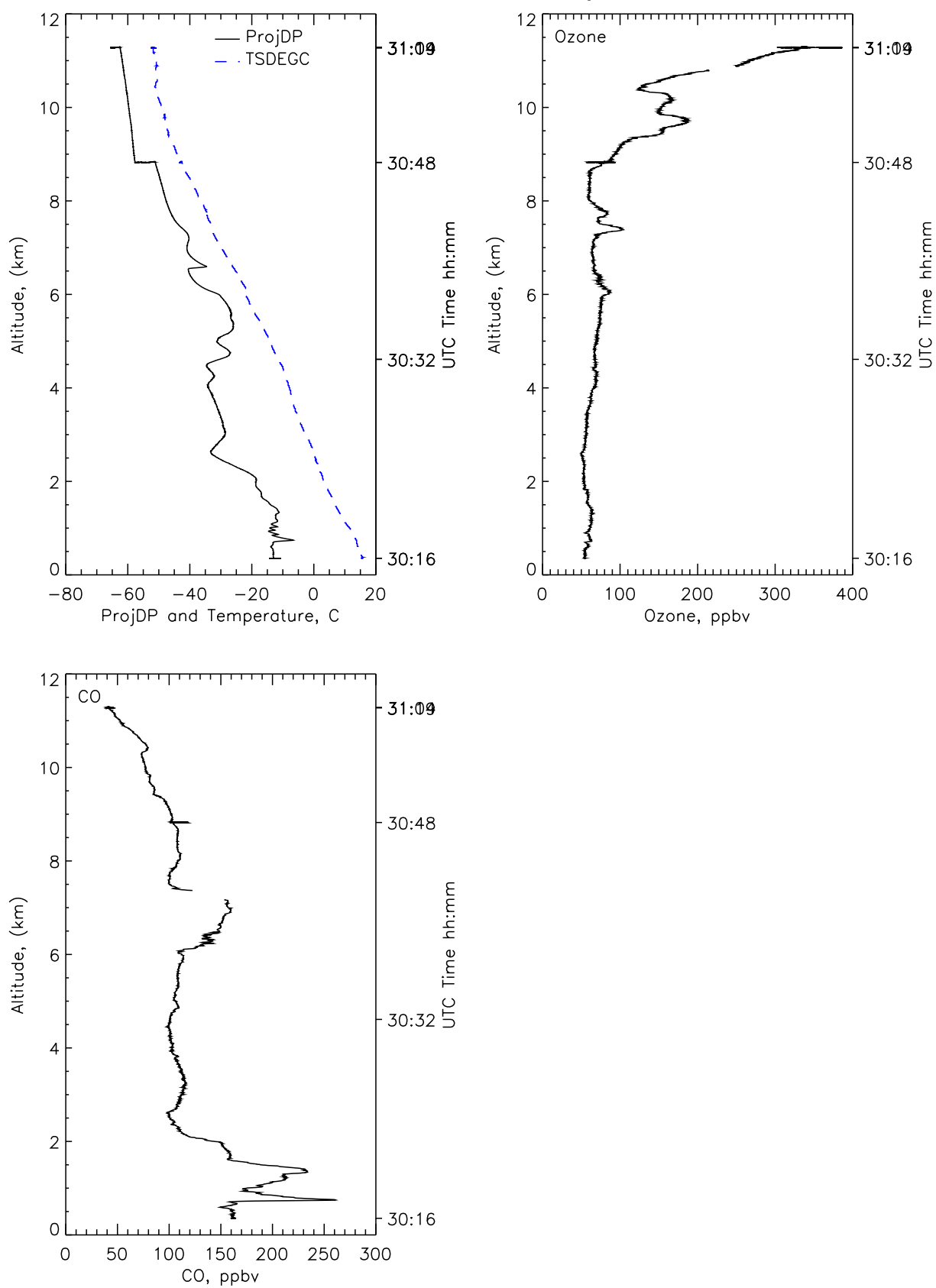
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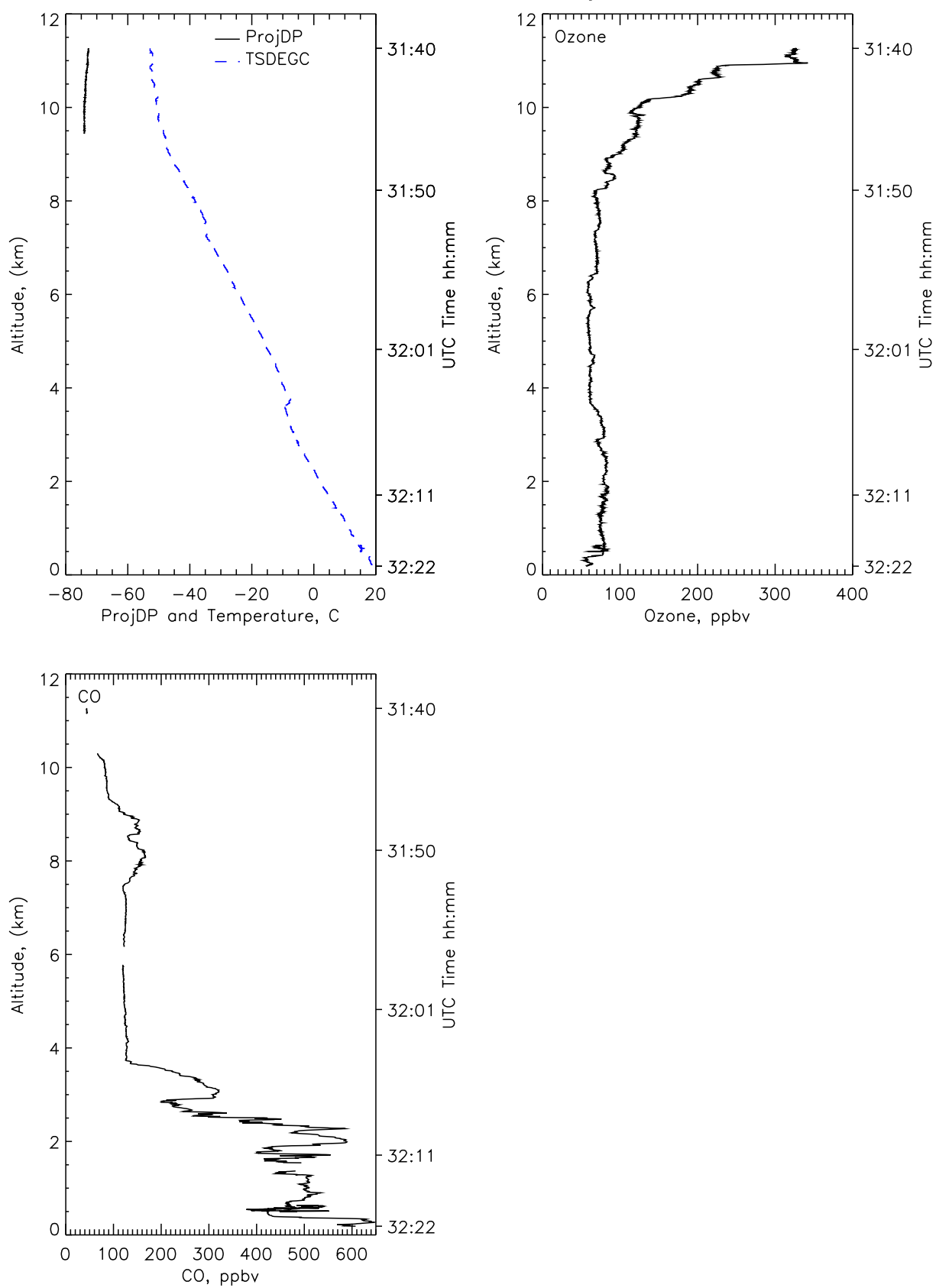
Profile # 8 TRACE-P DC-8 Flight 13



Profile # 9 TRACE-P DC-8 Flight 13



Profile #10 TRACE-P DC-8 Flight 13



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

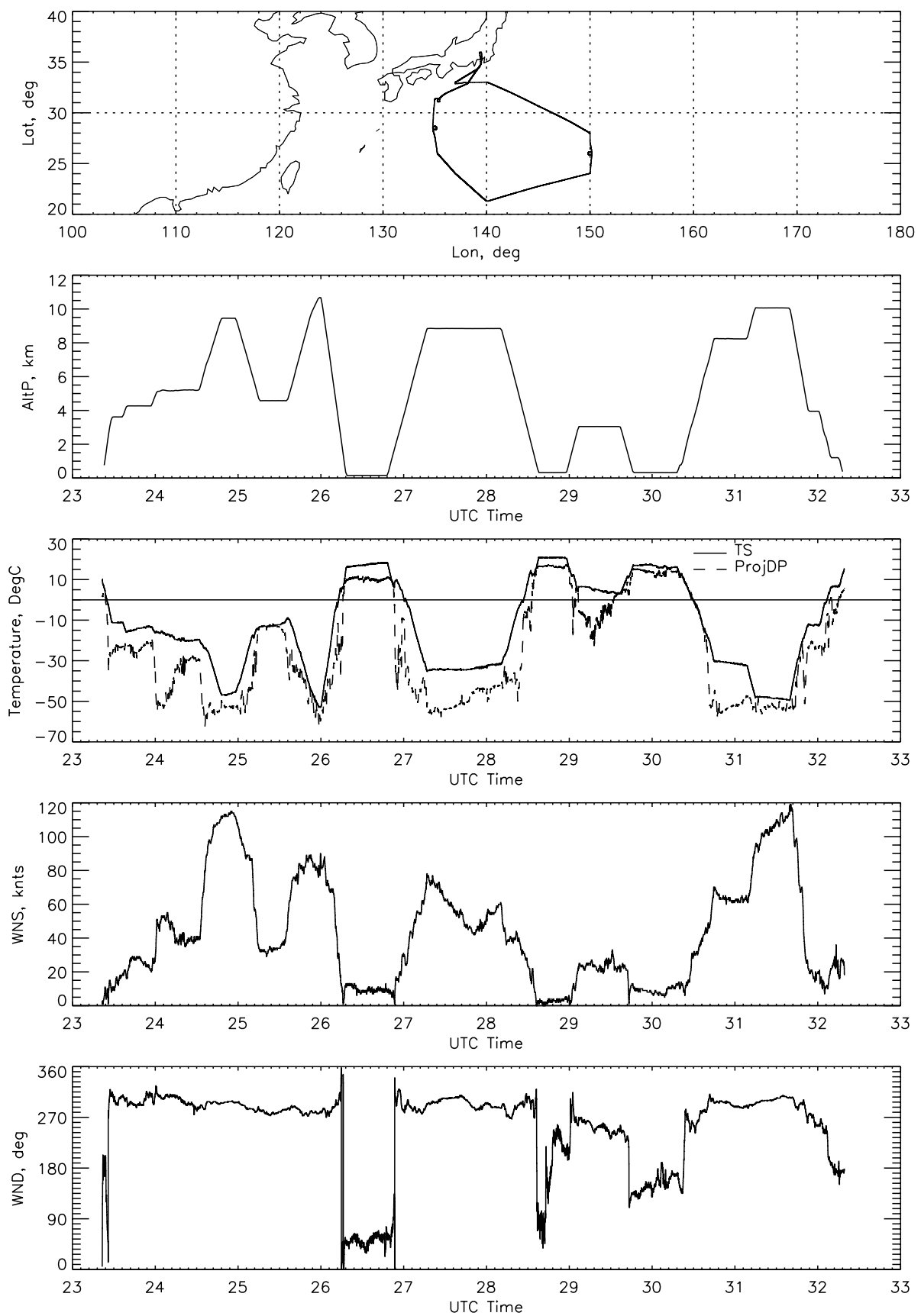
Flight 14D

Local: Yokota No. 2

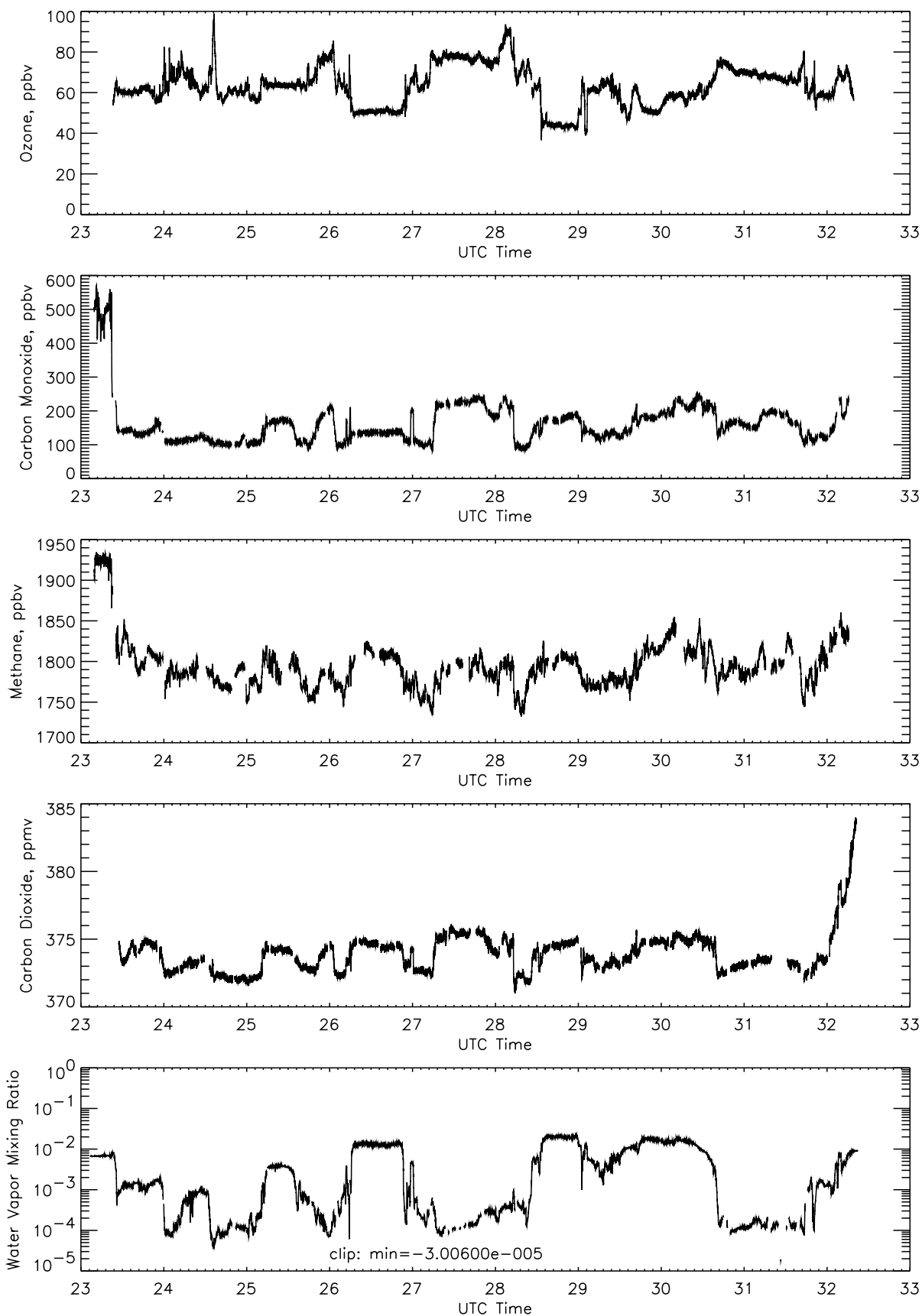
Convective Outflow

March 23, 2001

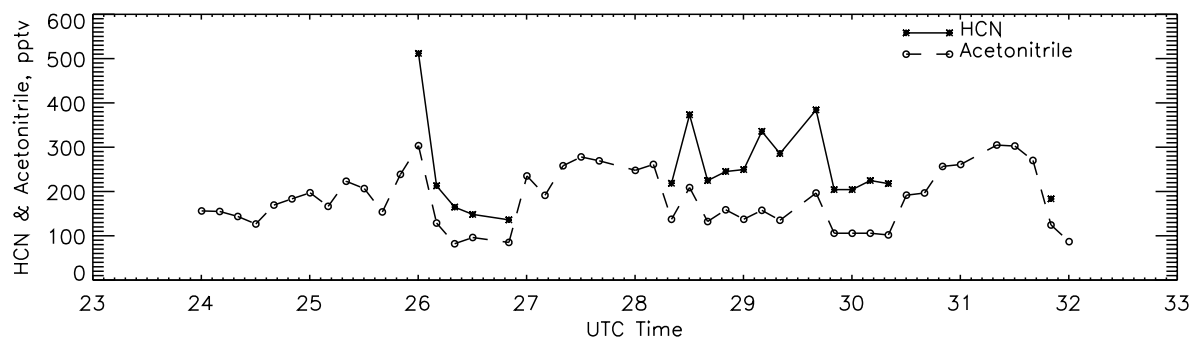
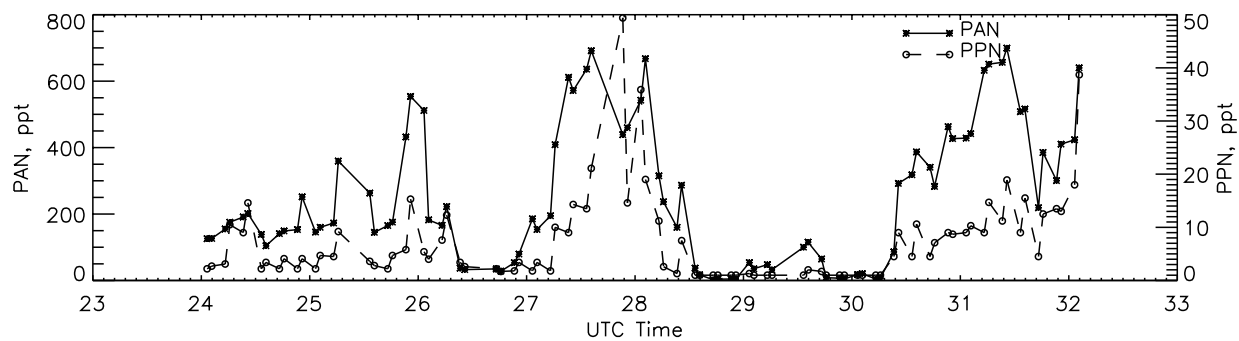
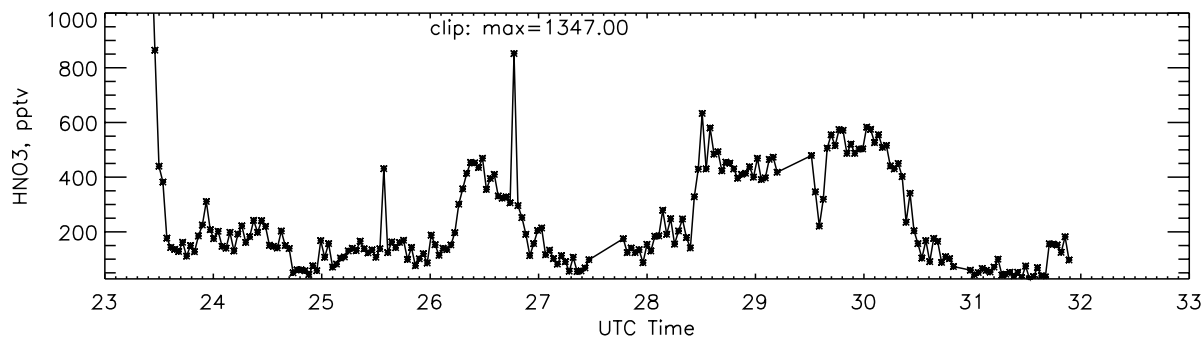
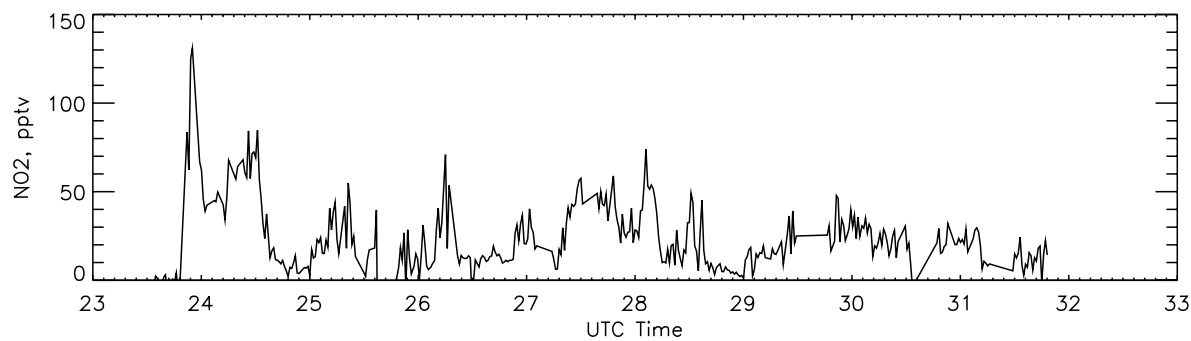
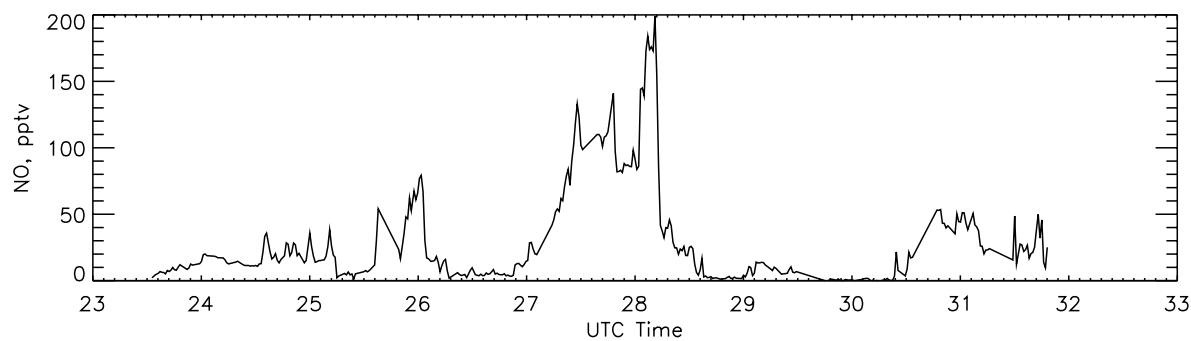
FINAL DATA: TRACE-P DC-8 Flight 14



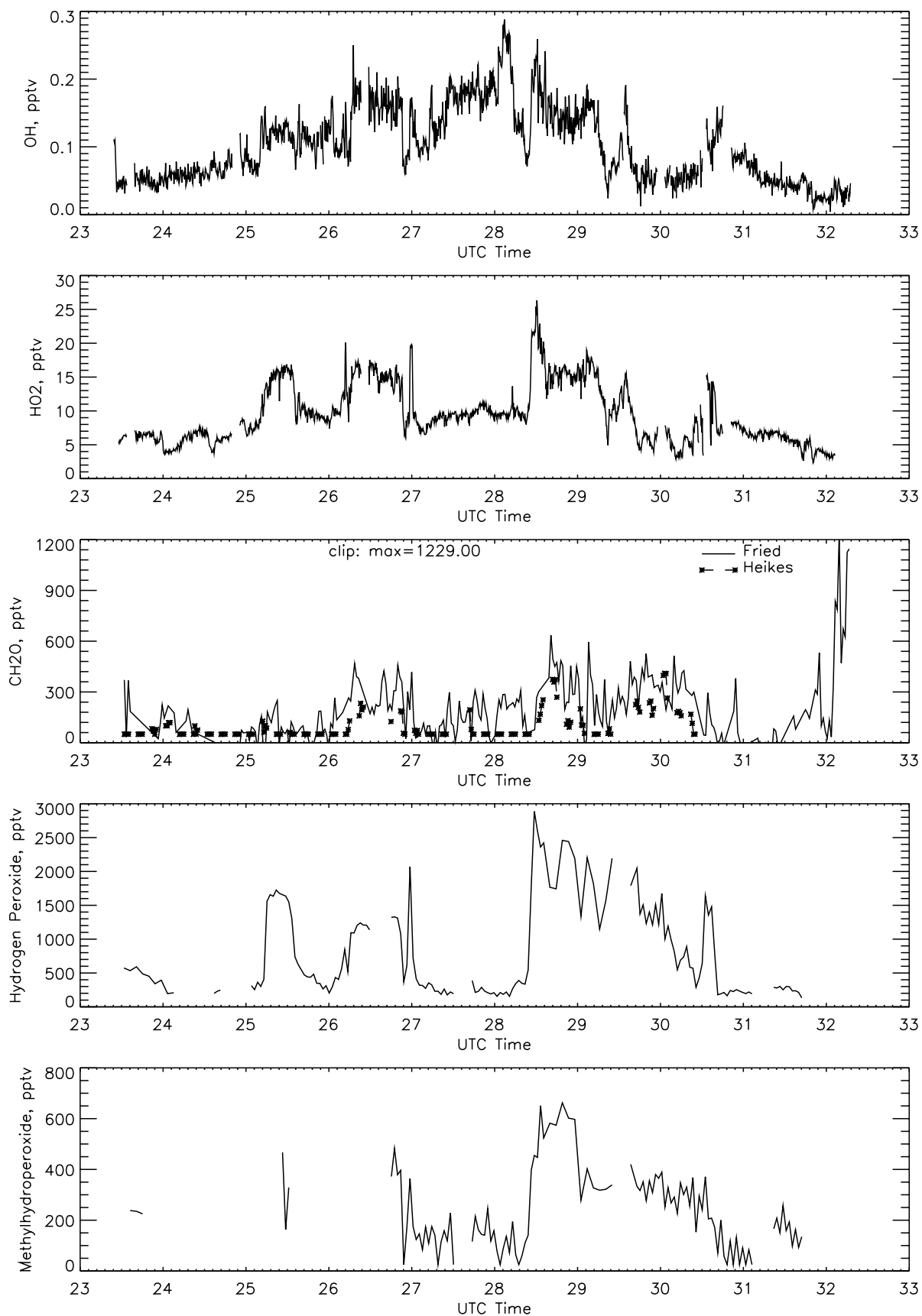
FINAL DATA: TRACE-P DC-8 Flight 14



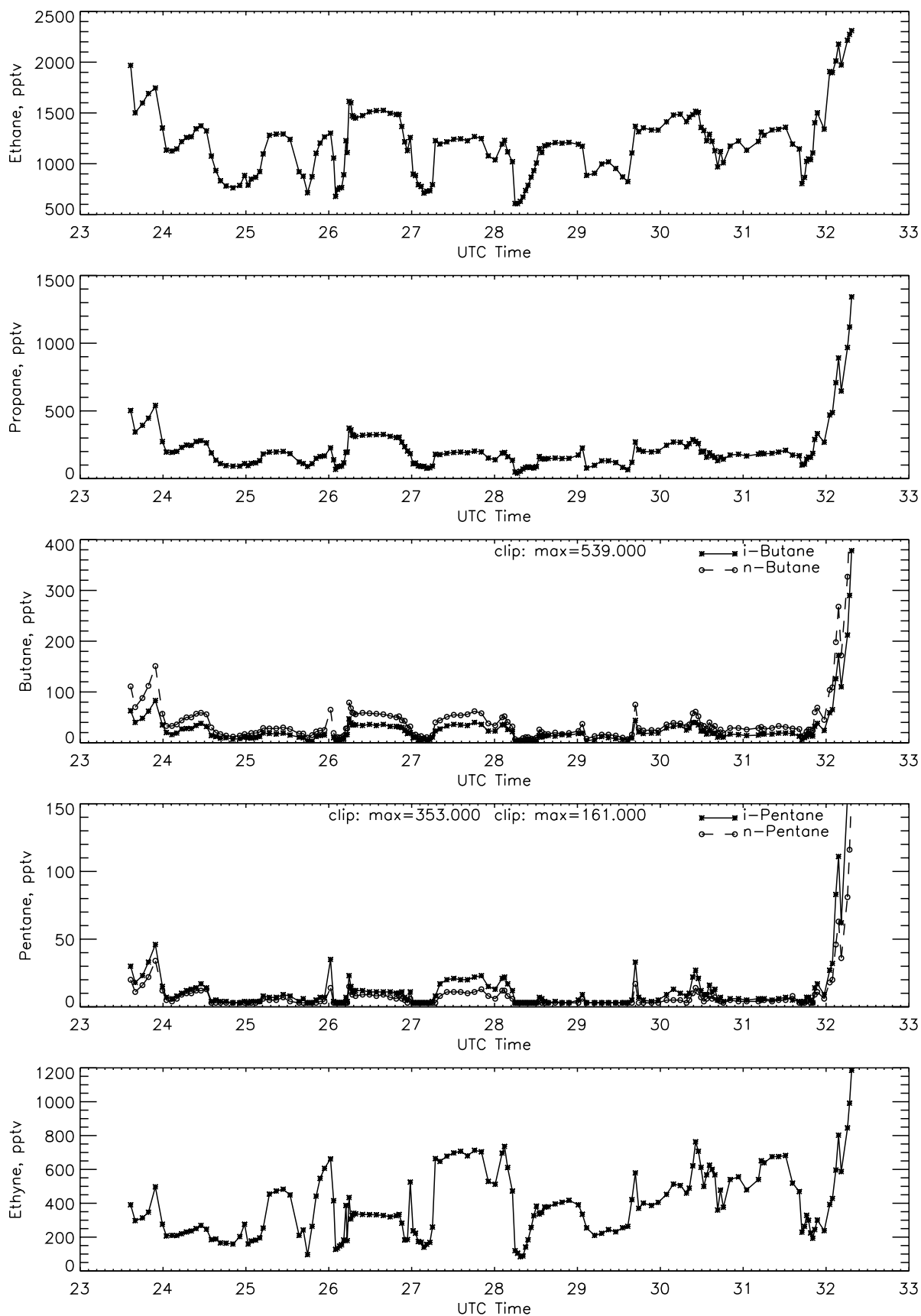
FINAL DATA: TRACE-P DC-8 Flight 14



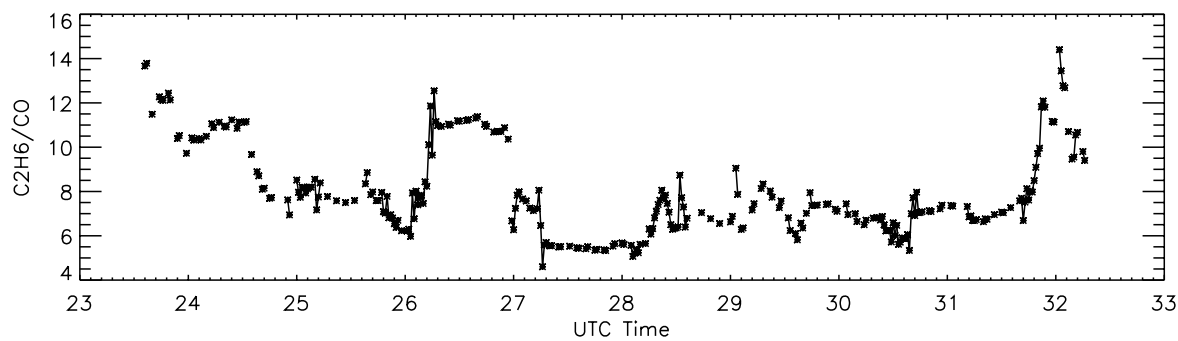
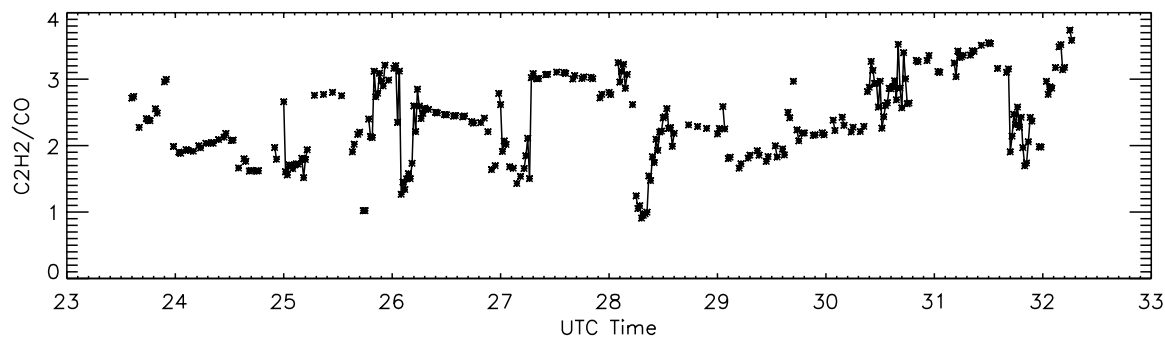
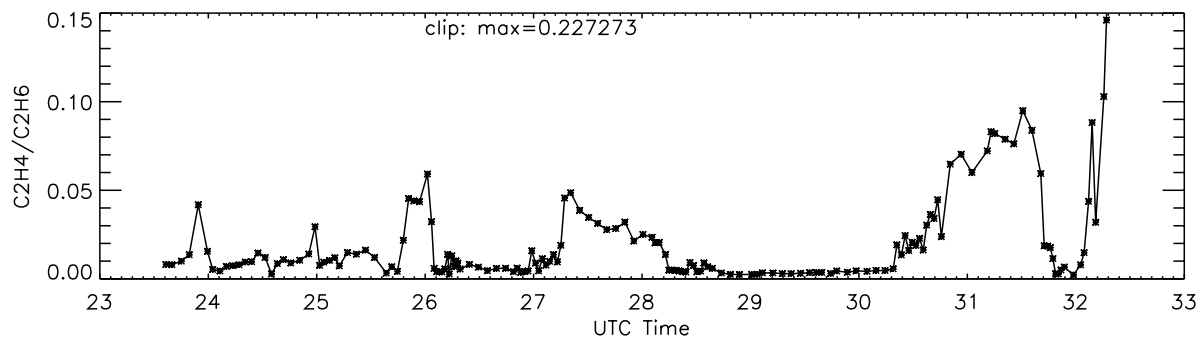
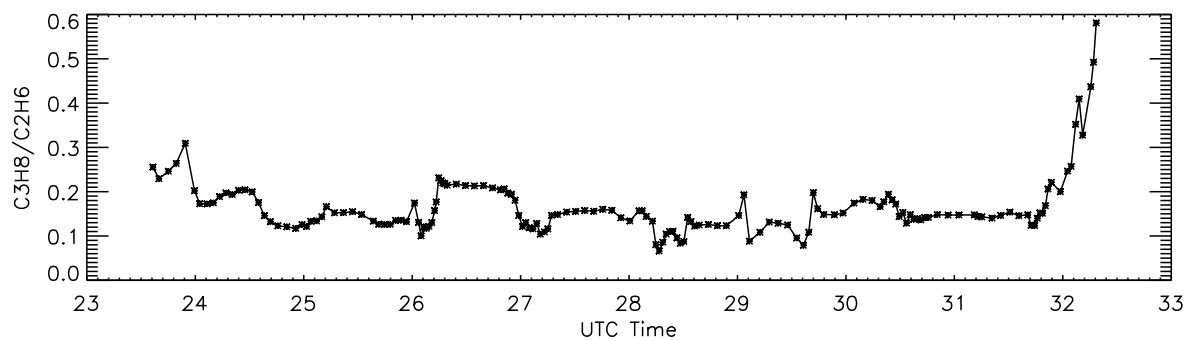
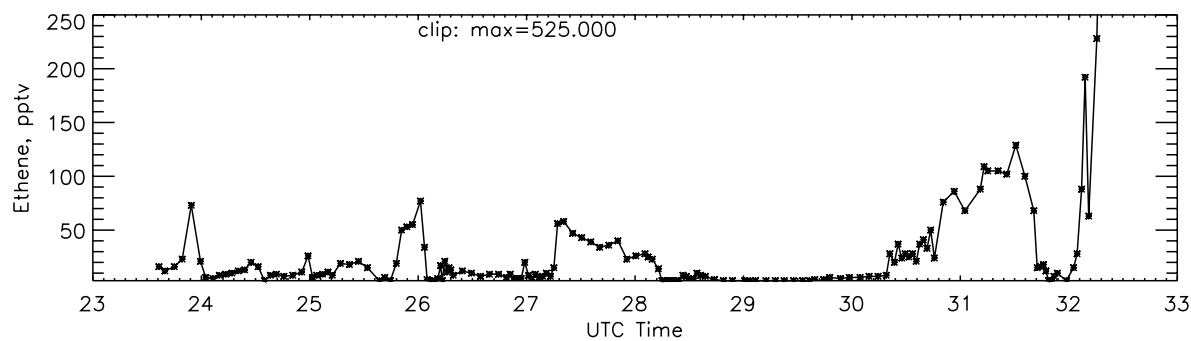
FINAL DATA: TRACE-P DC-8 Flight 14



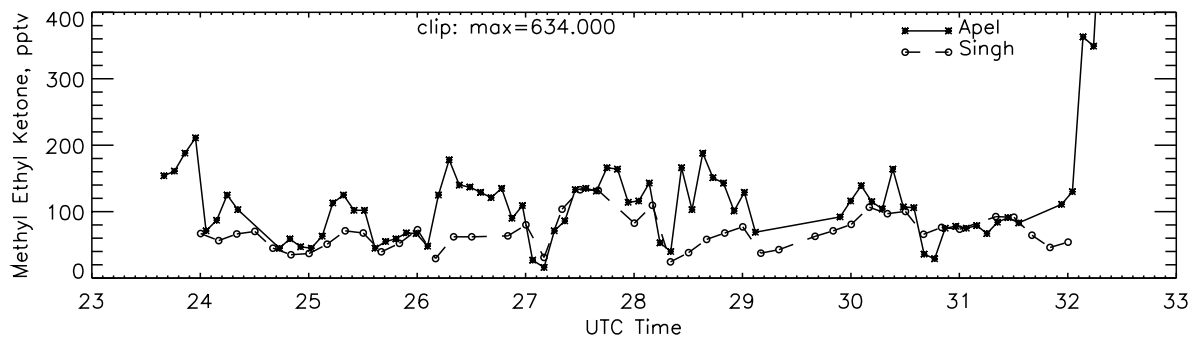
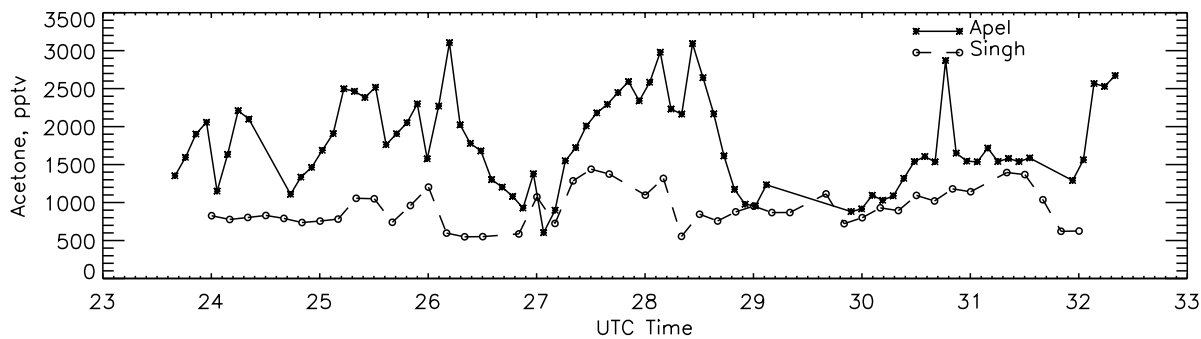
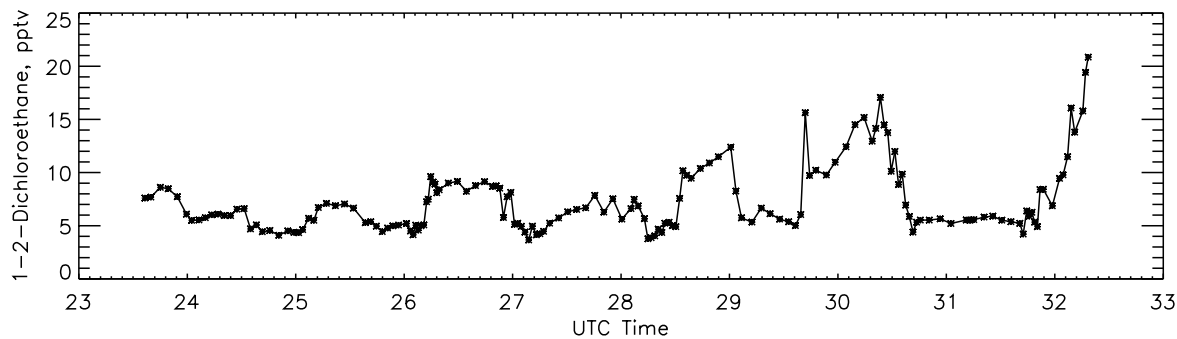
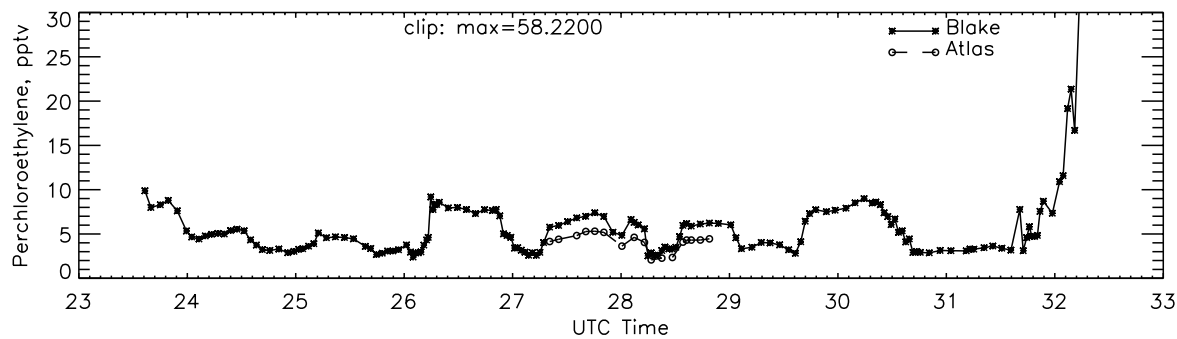
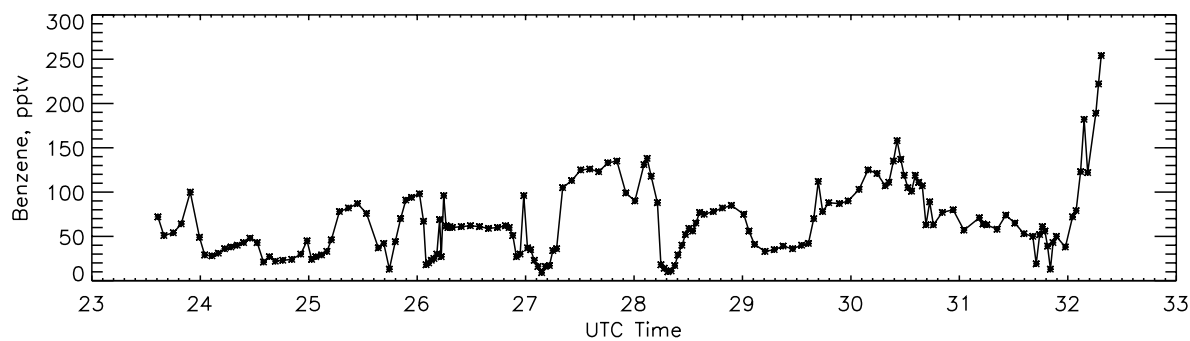
FINAL DATA: TRACE-P DC-8 Flight 14



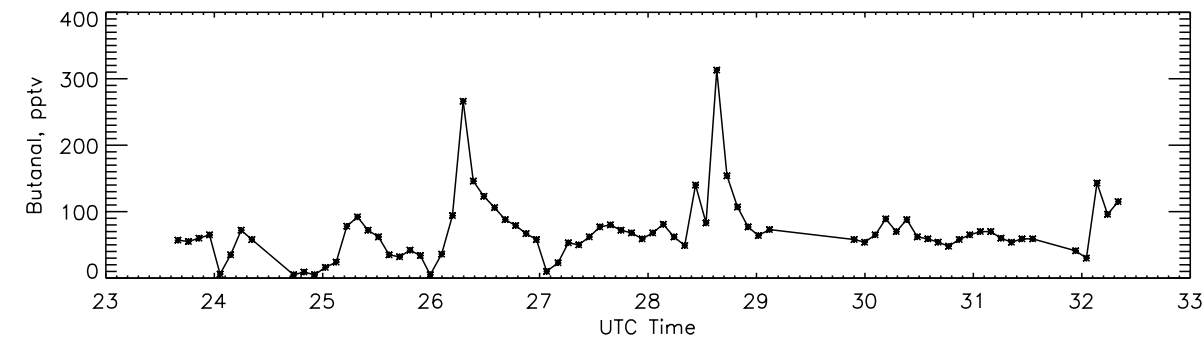
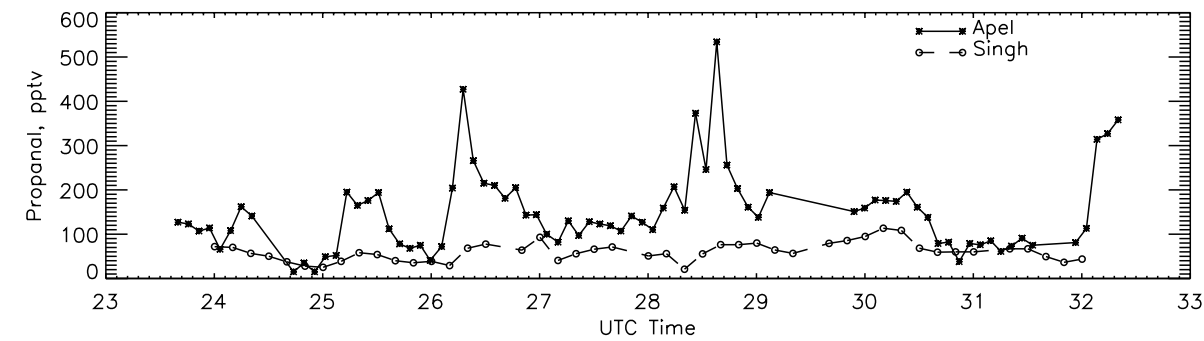
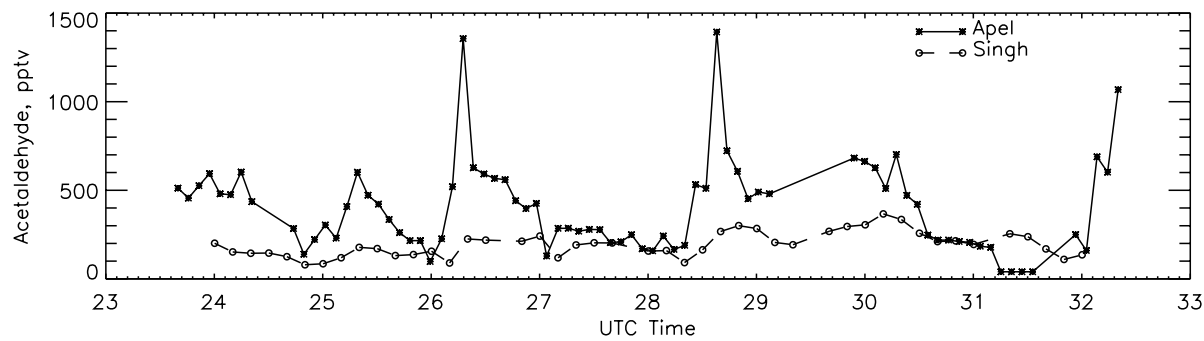
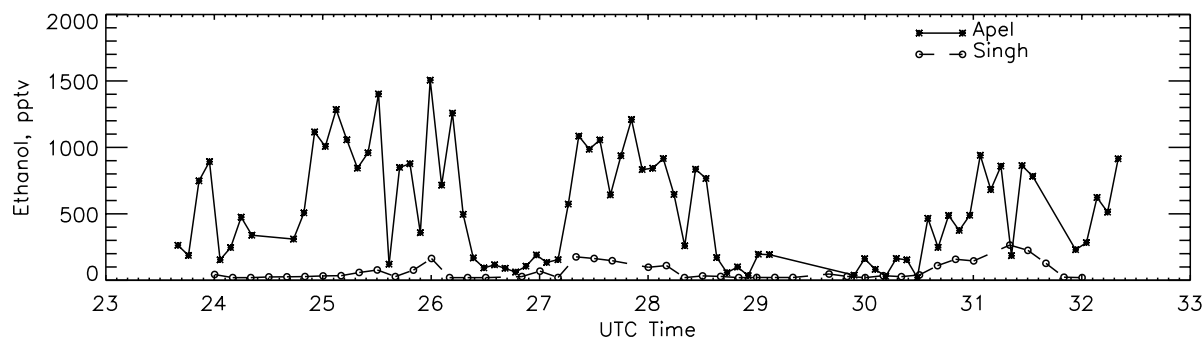
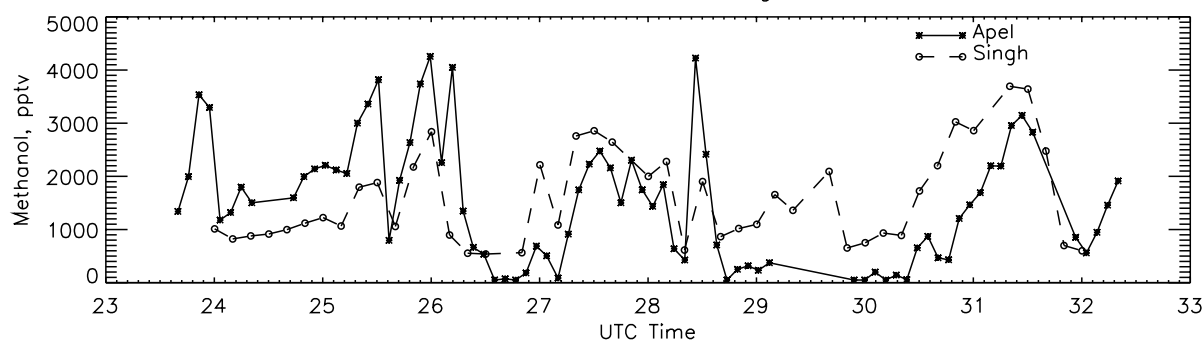
FINAL DATA: TRACE-P DC-8 Flight 14



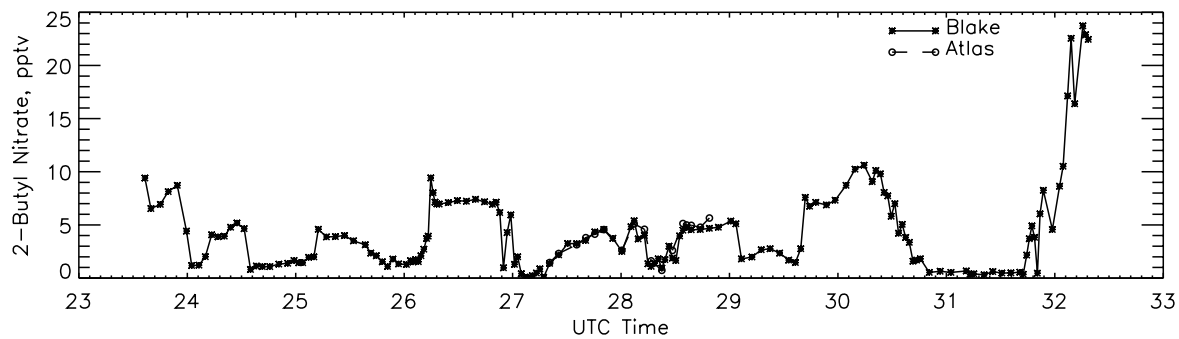
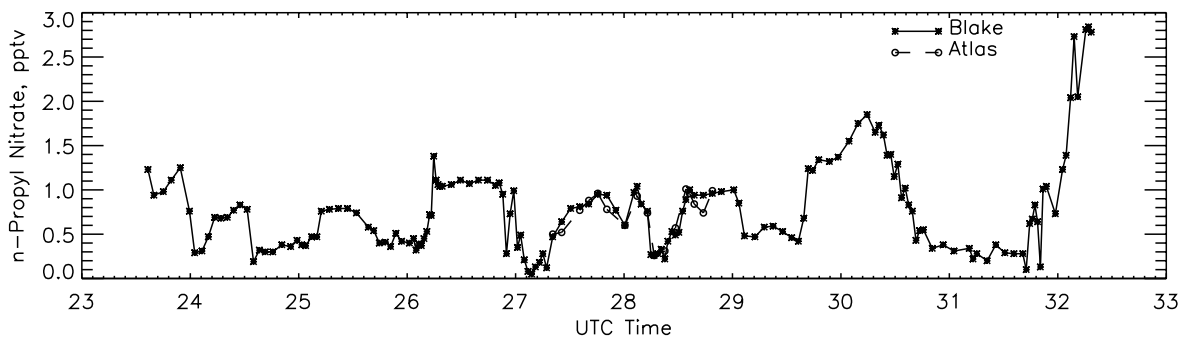
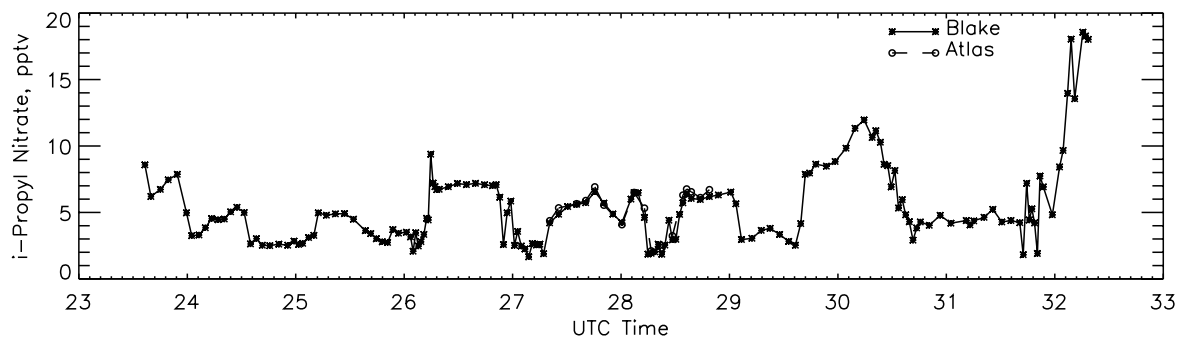
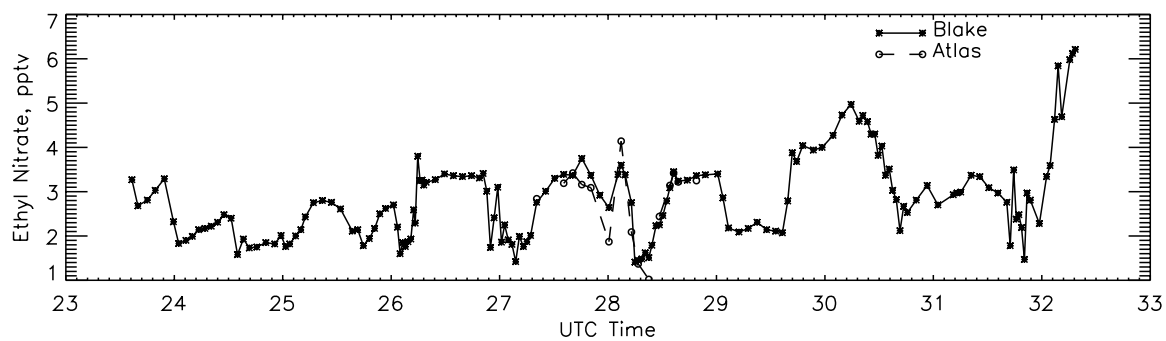
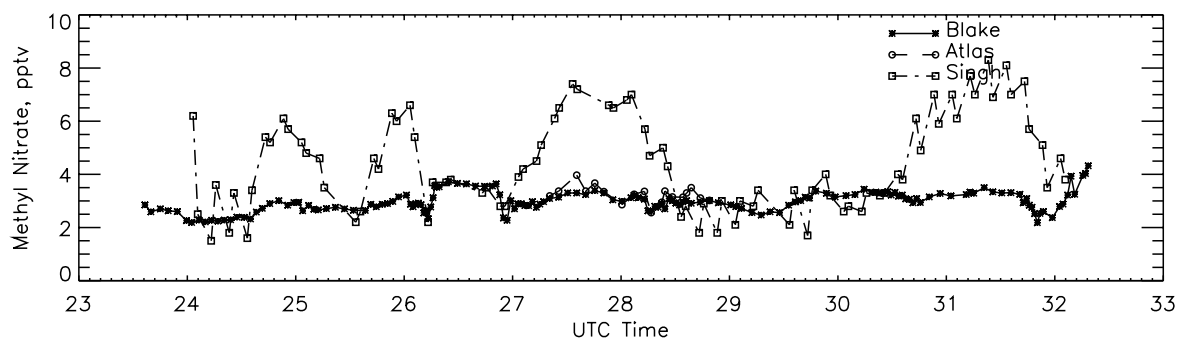
FINAL DATA: TRACE-P DC-8 Flight 14



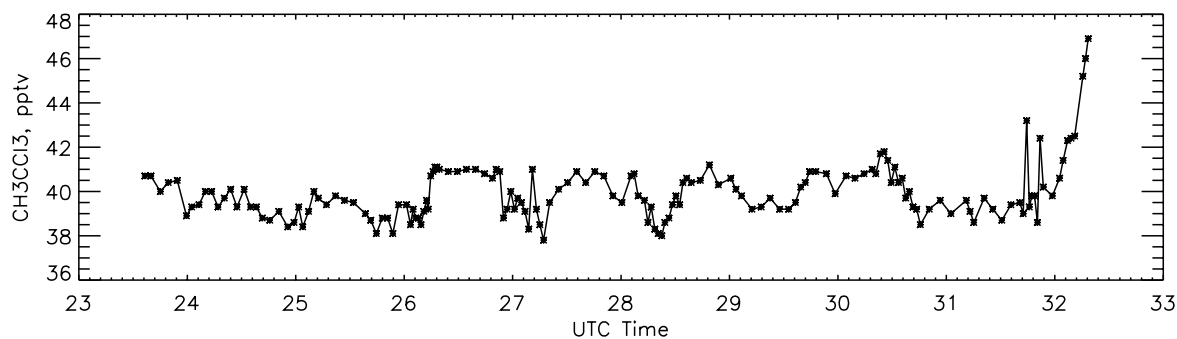
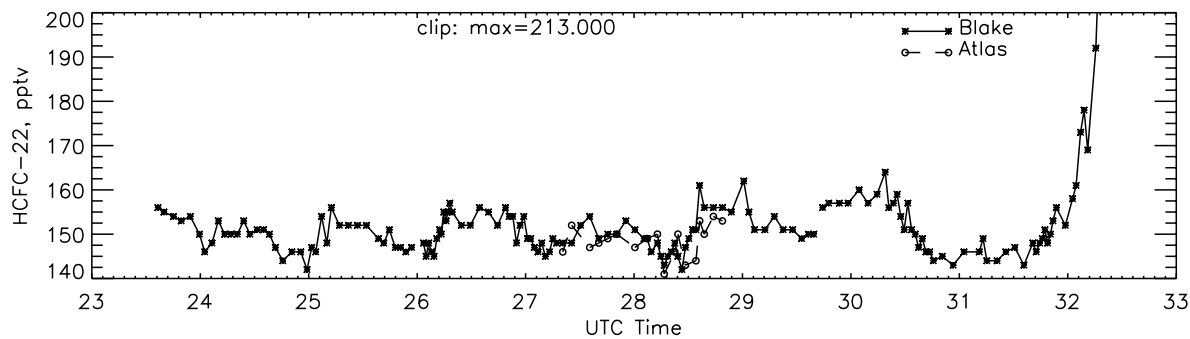
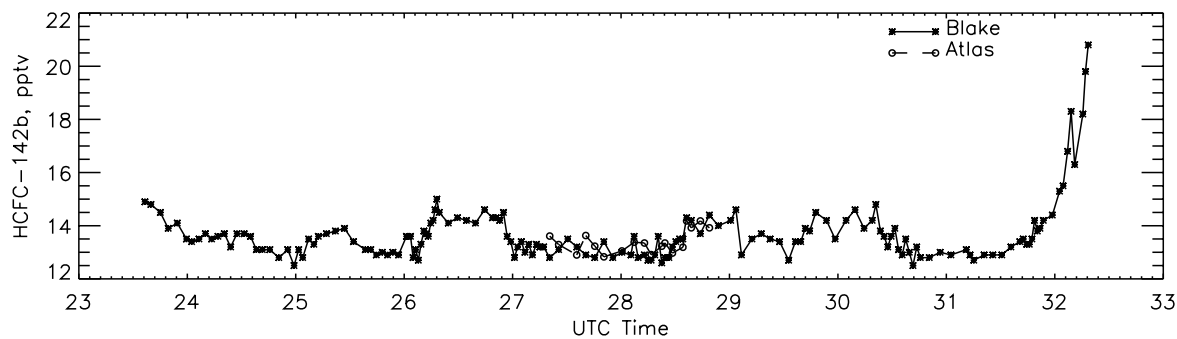
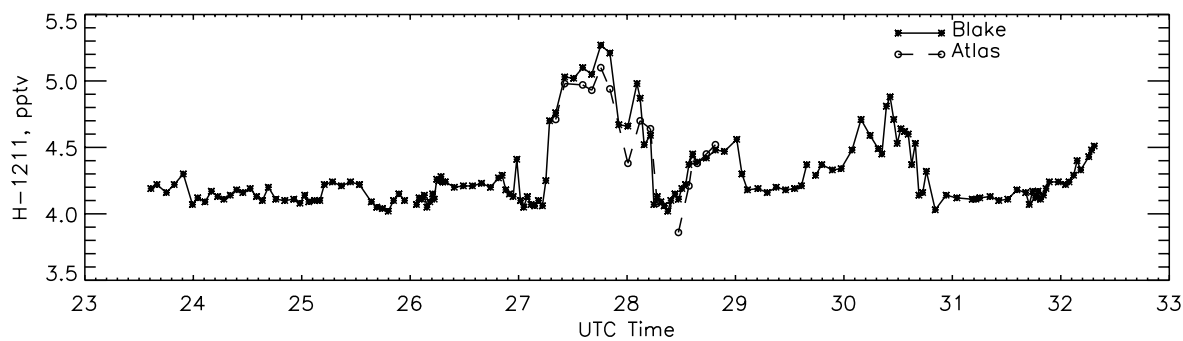
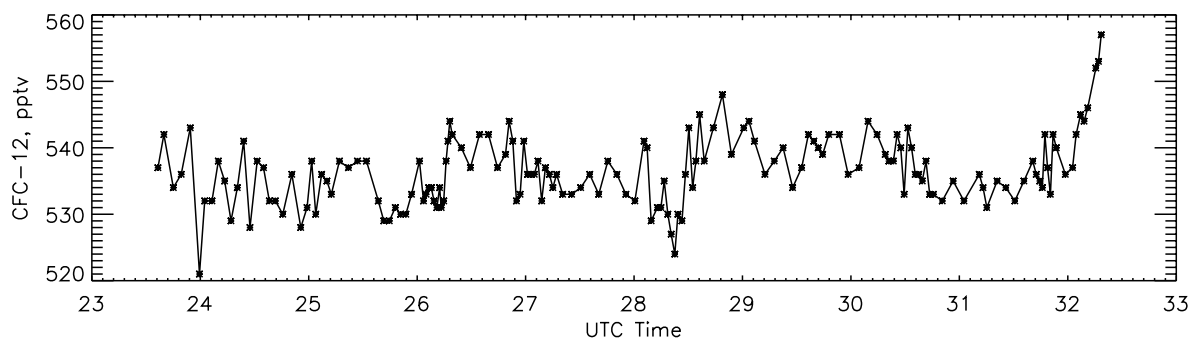
FINAL DATA: TRACE-P DC-8 Flight 14



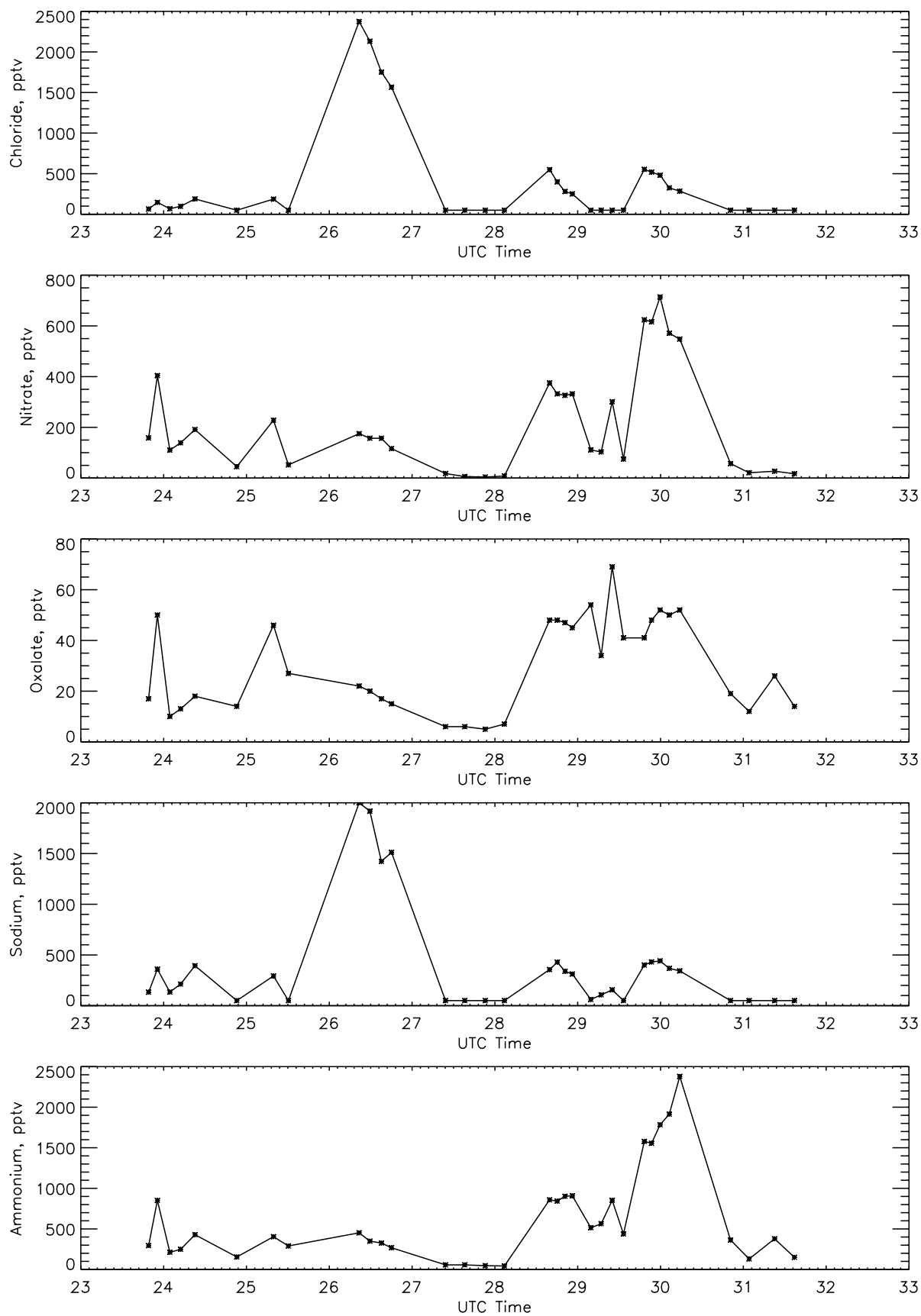
FINAL DATA: TRACE-P DC-8 Flight 14



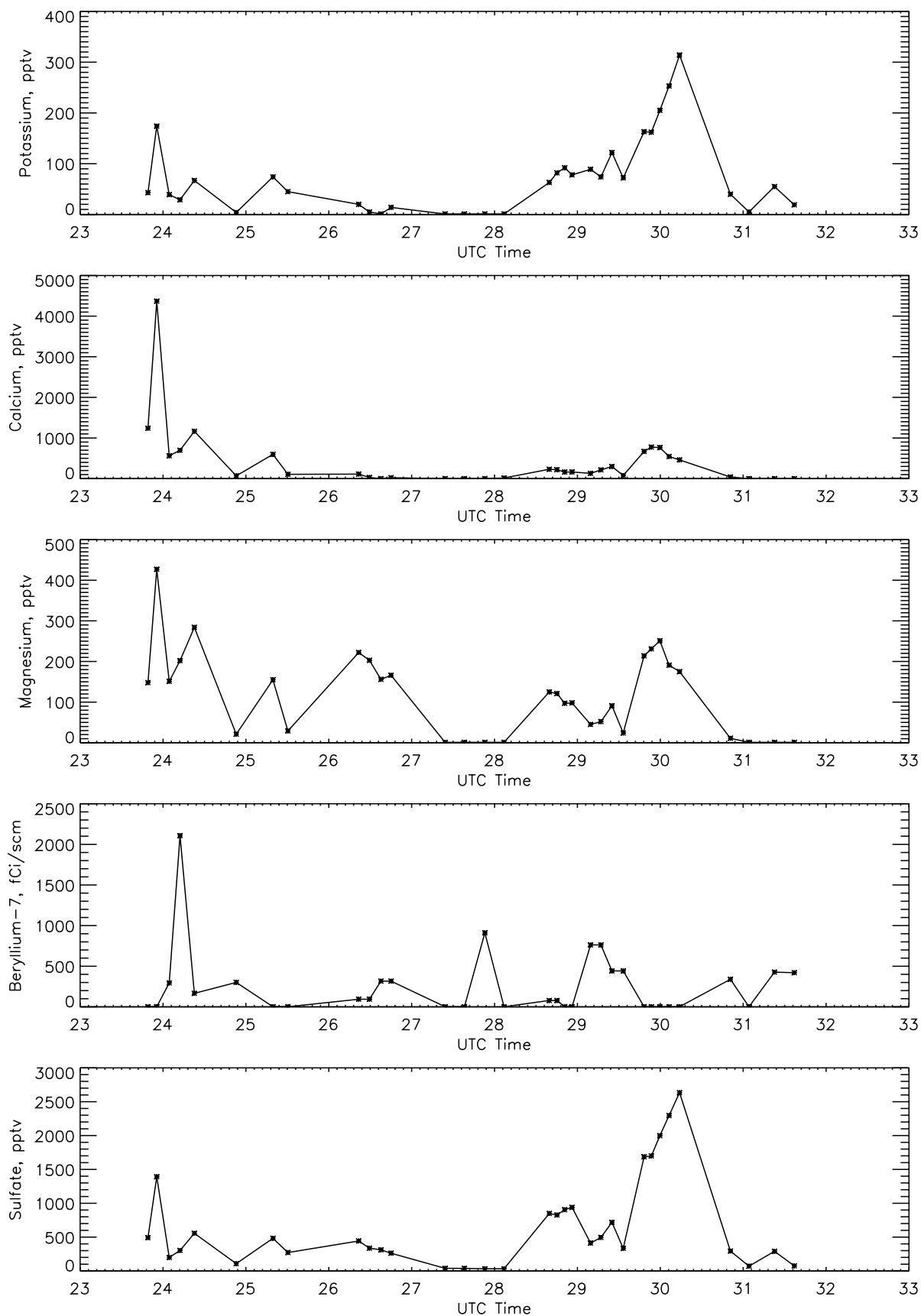
FINAL DATA: TRACE-P DC-8 Flight 14



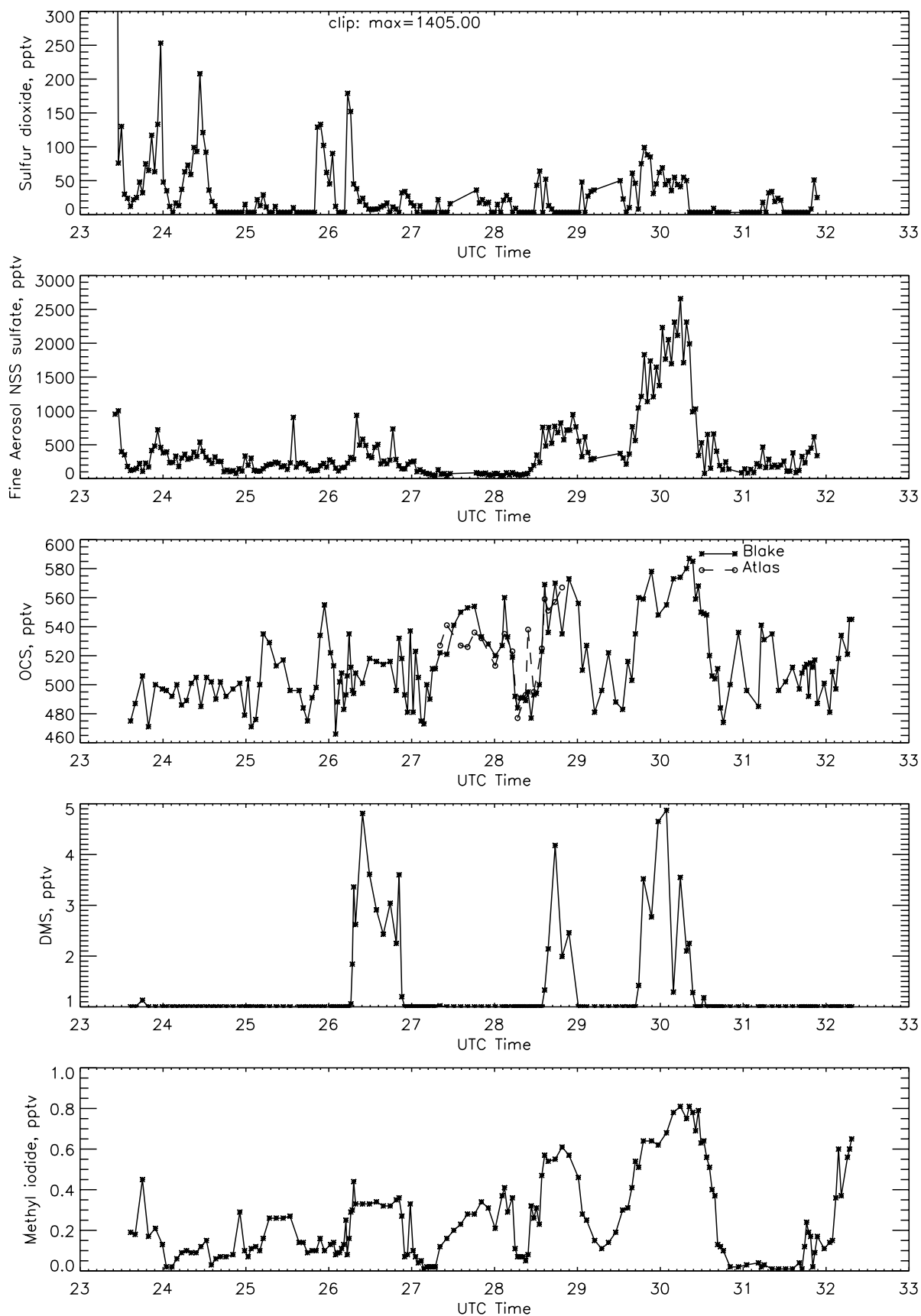
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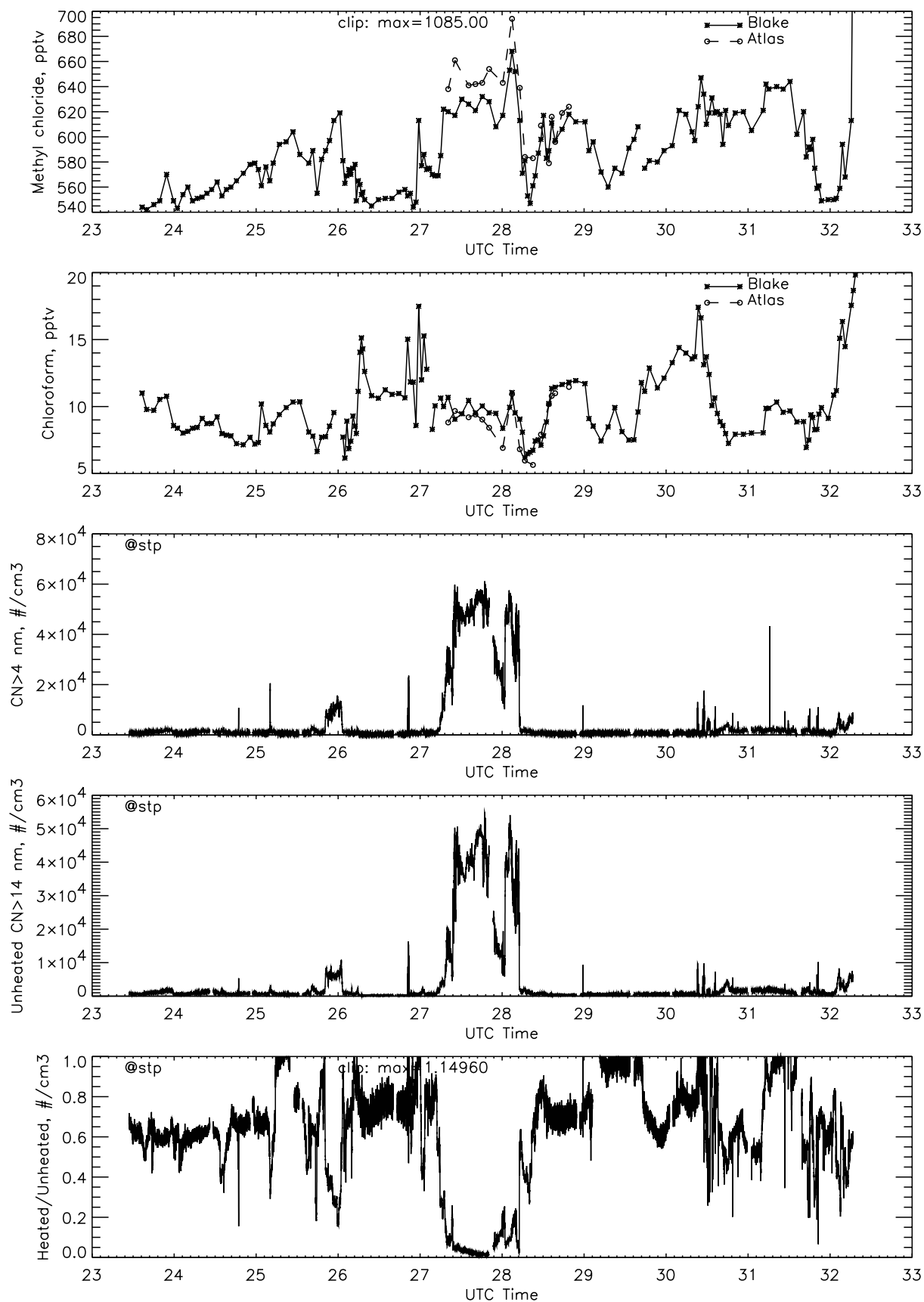
FINAL DATA: TRACE-P DC-8 Flight 14



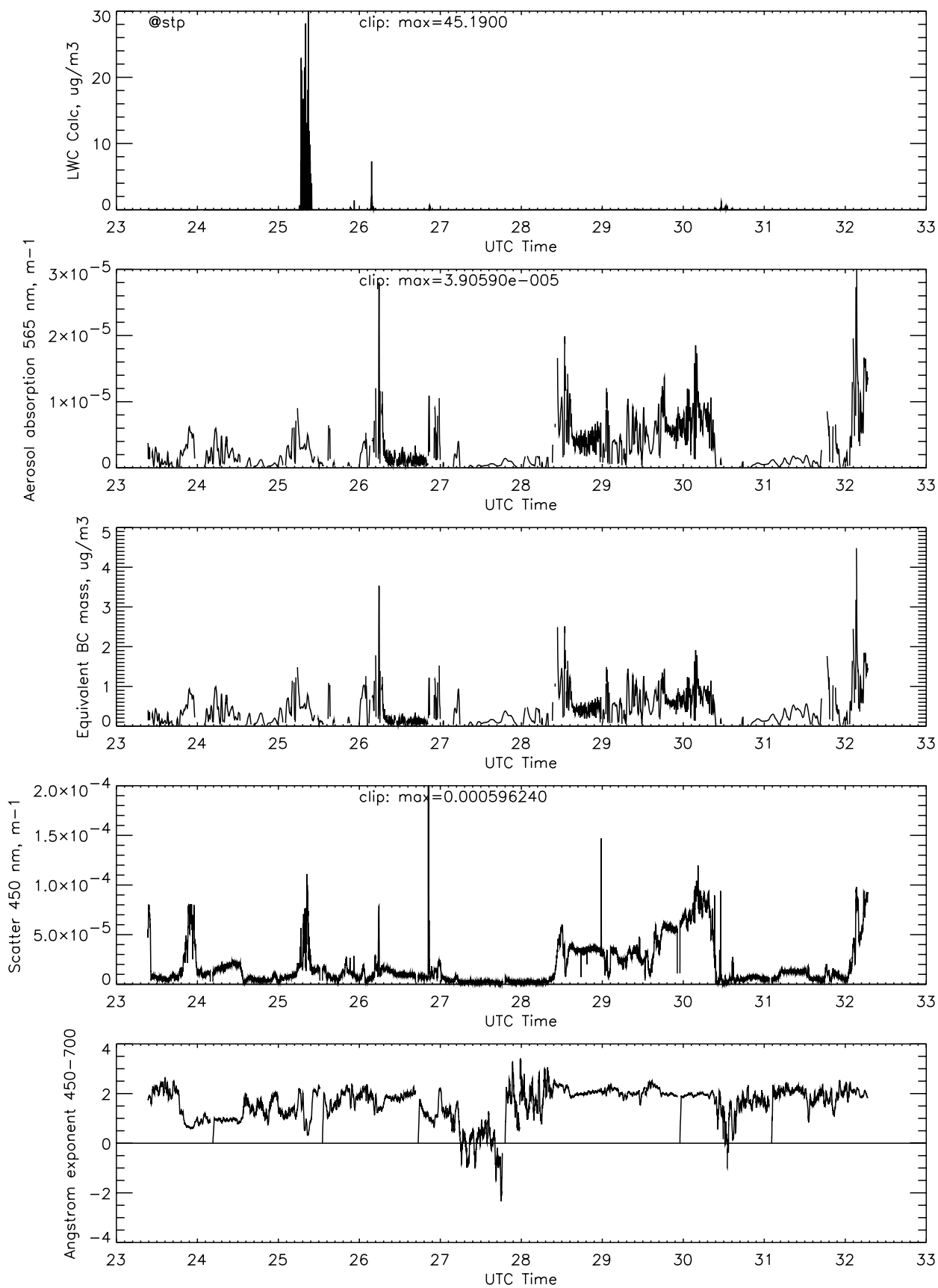
FINAL DATA: TRACE-P DC-8 Flight 14



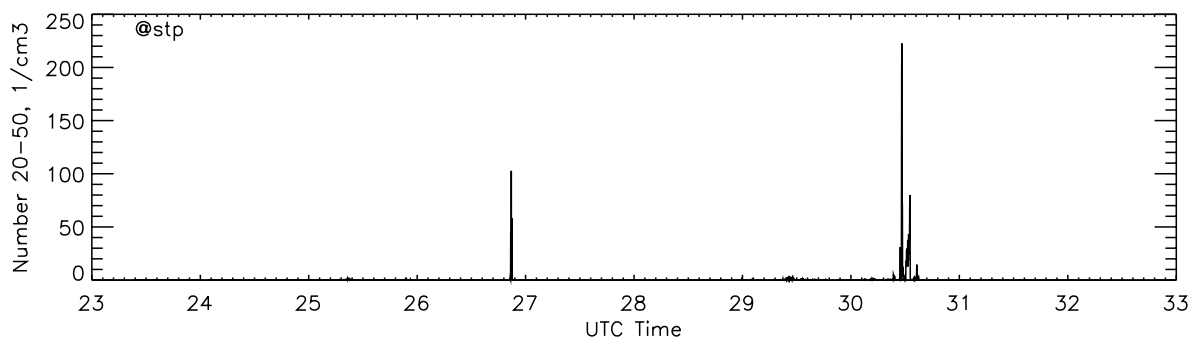
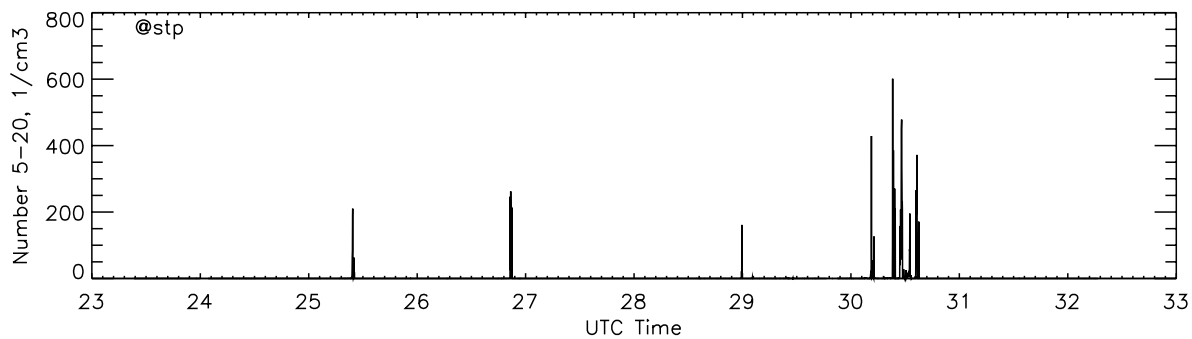
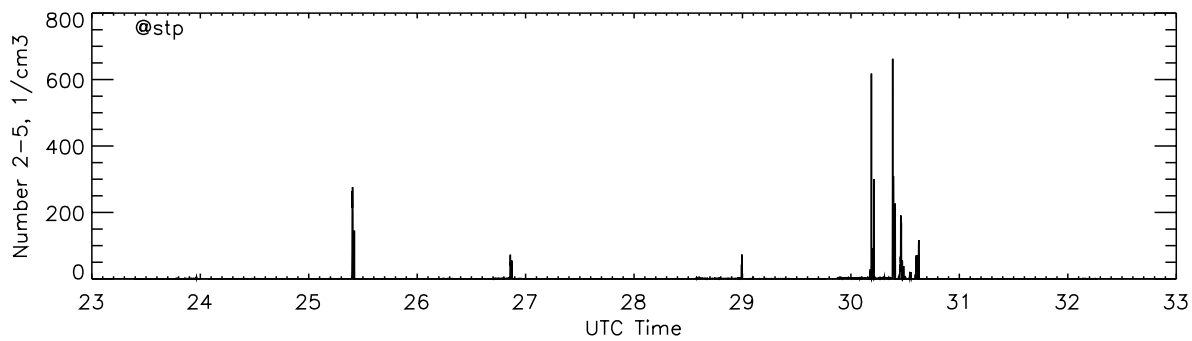
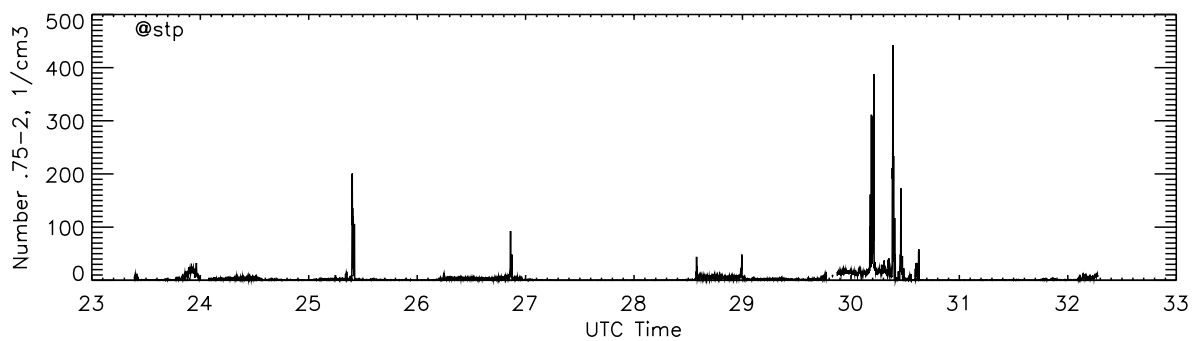
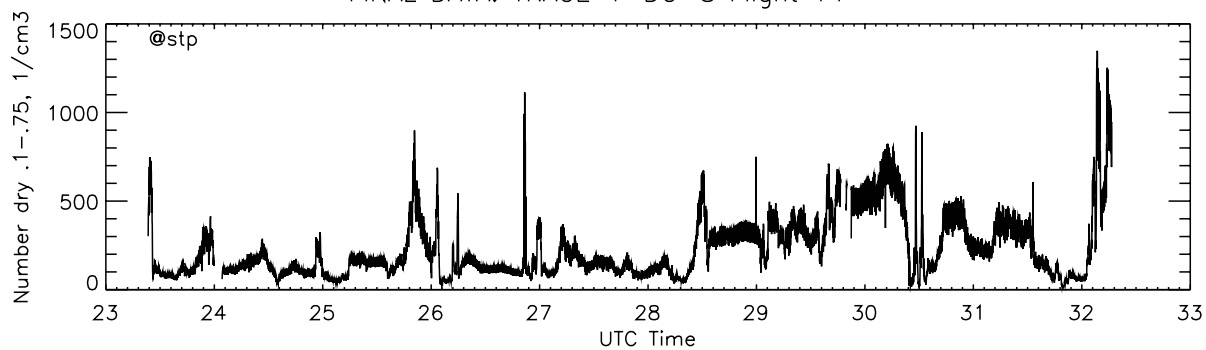
FINAL DATA: TRACE-P DC-8 Flight 14



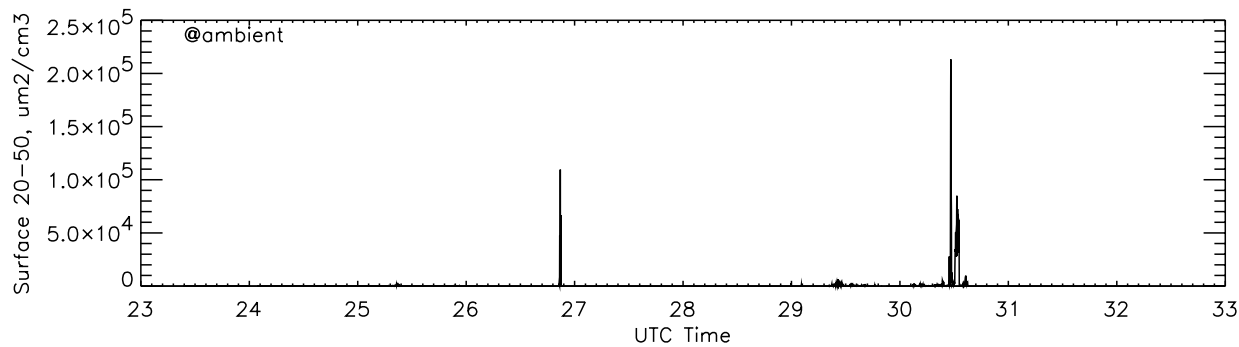
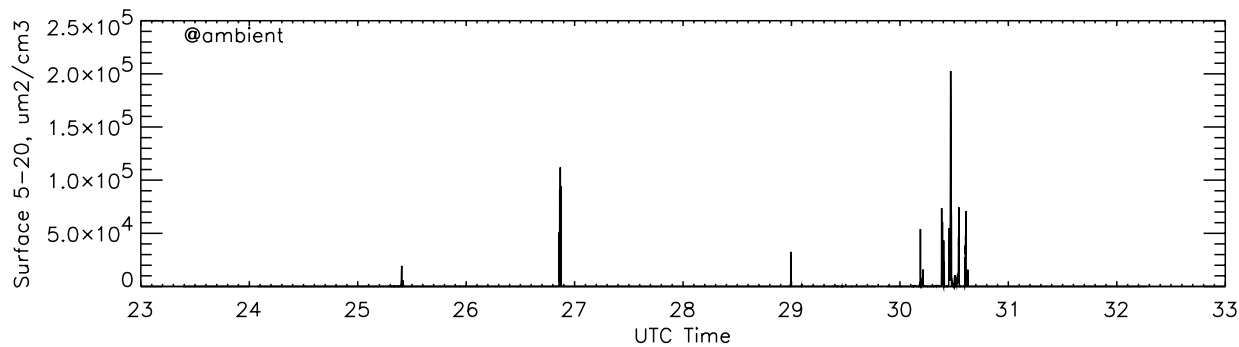
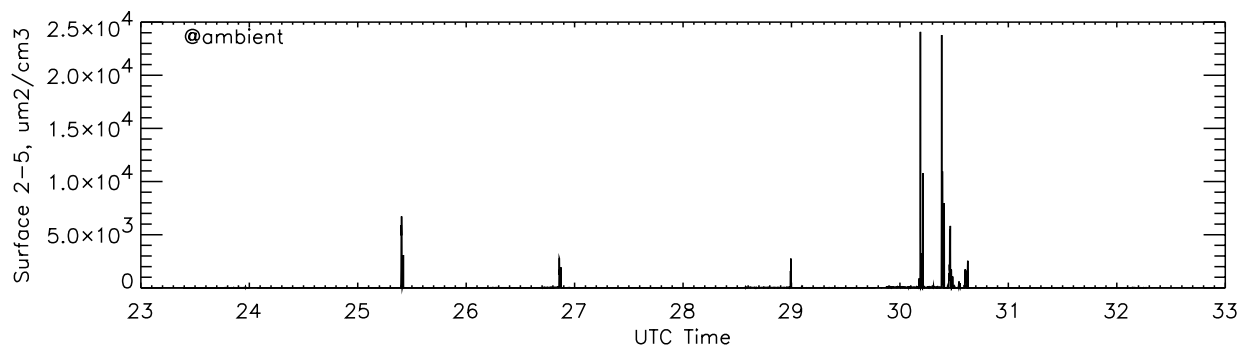
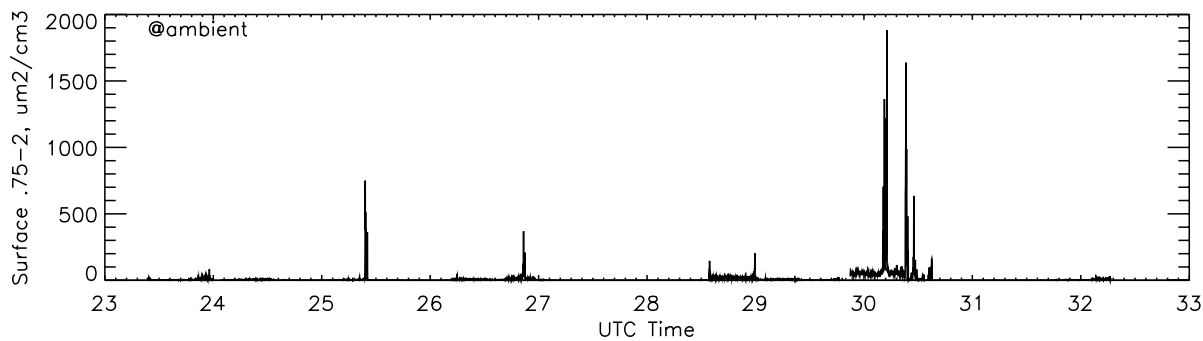
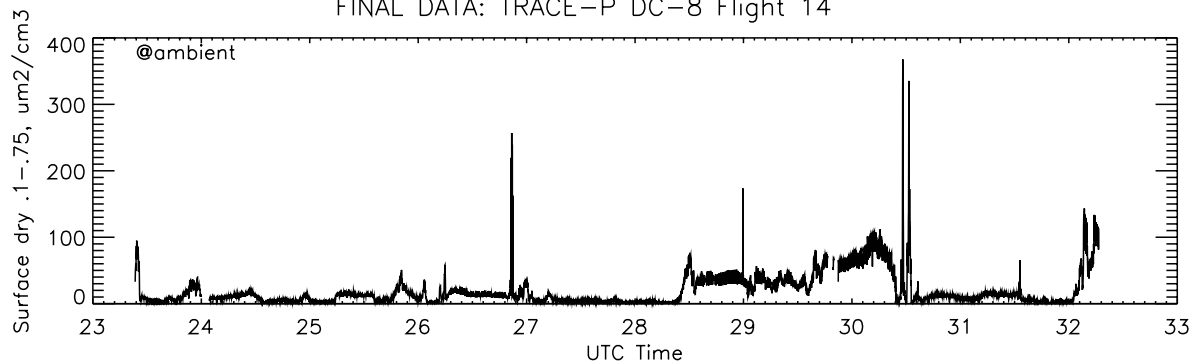
FINAL DATA: TRACE-P DC-8 Flight 14



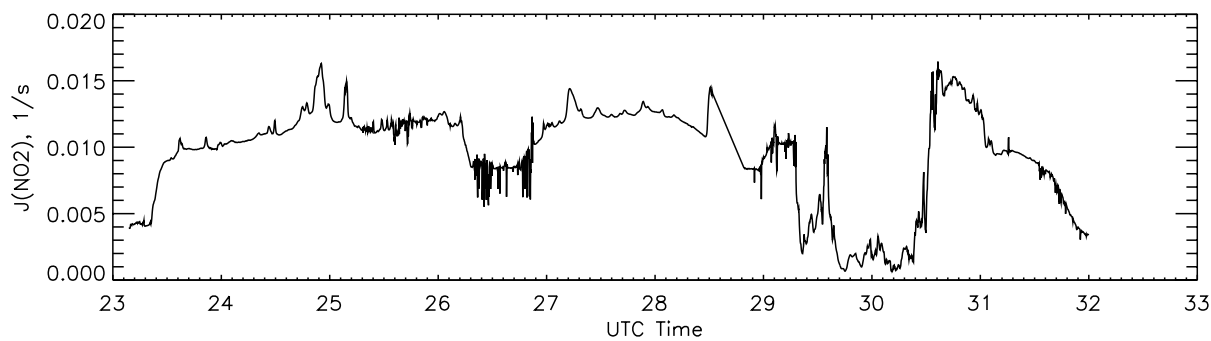
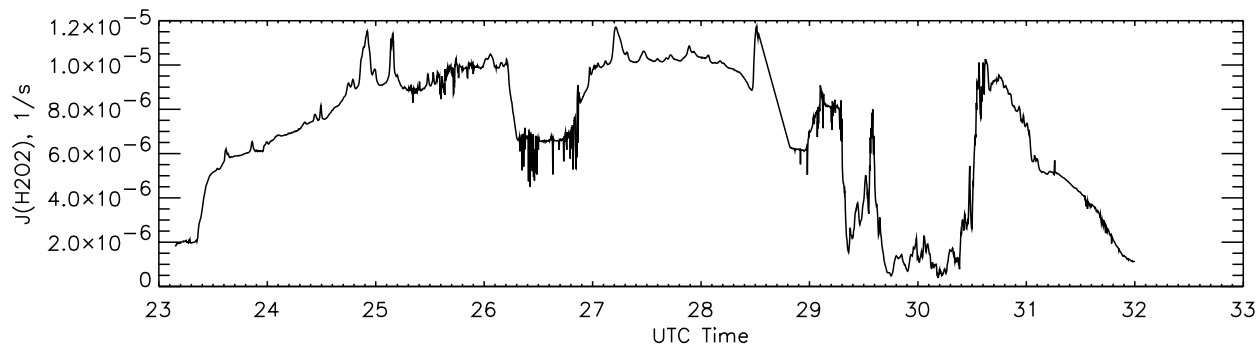
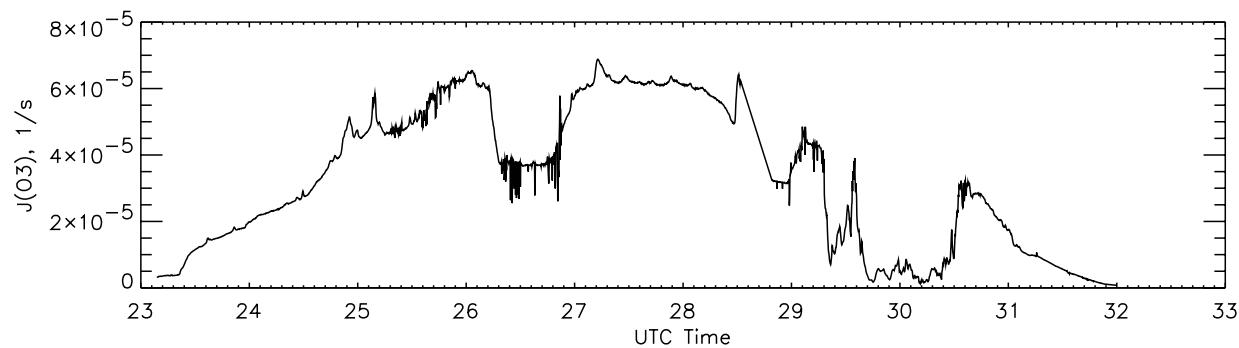
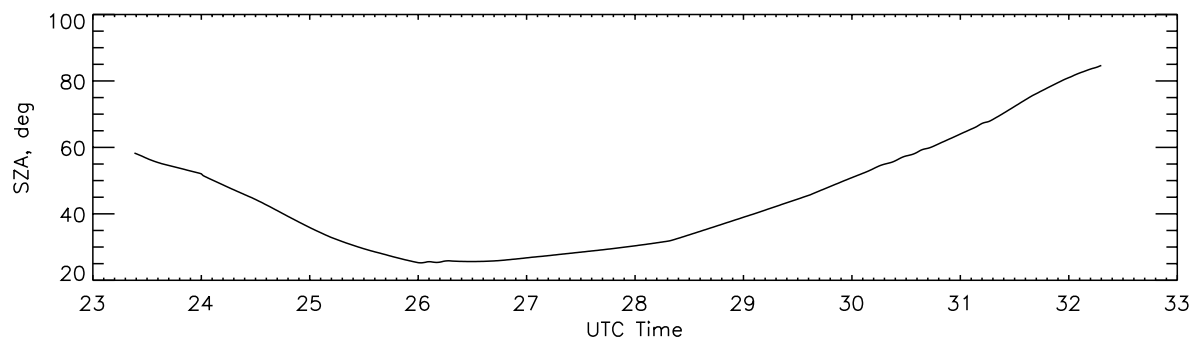
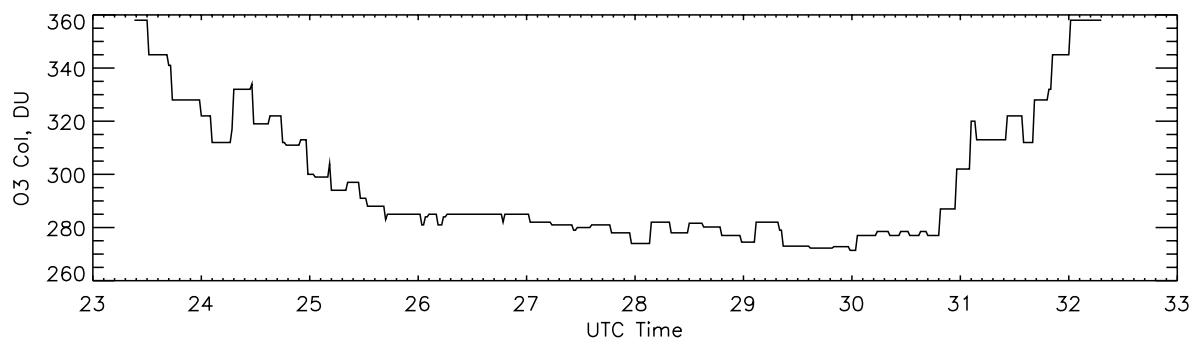
FINAL DATA: TRACE-P DC-8 Flight 14



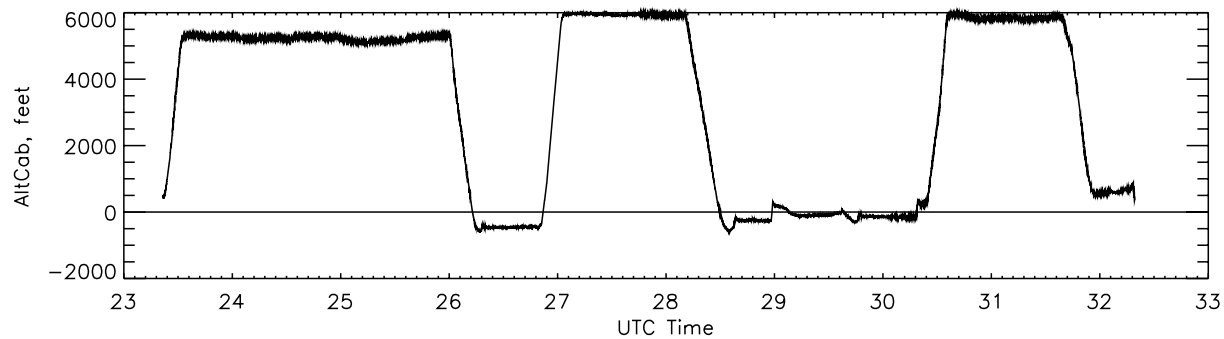
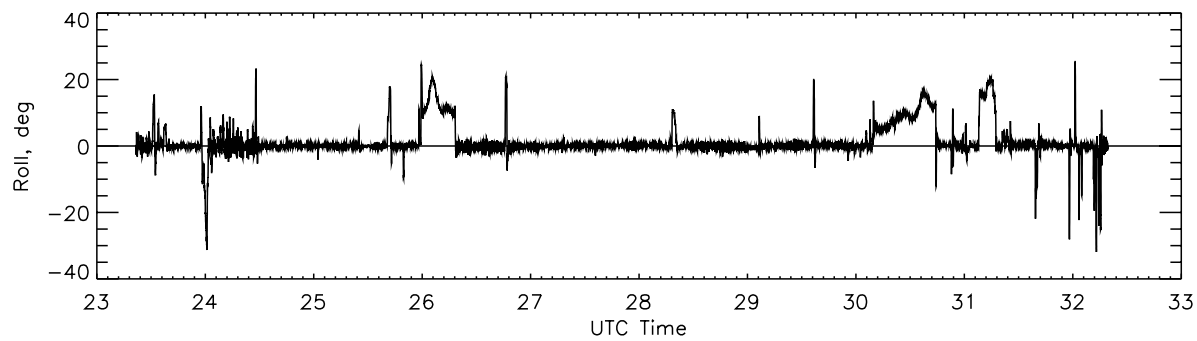
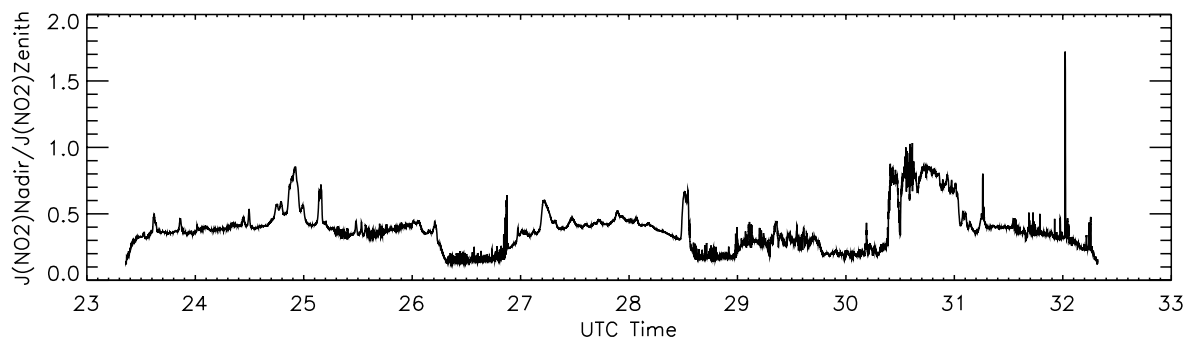
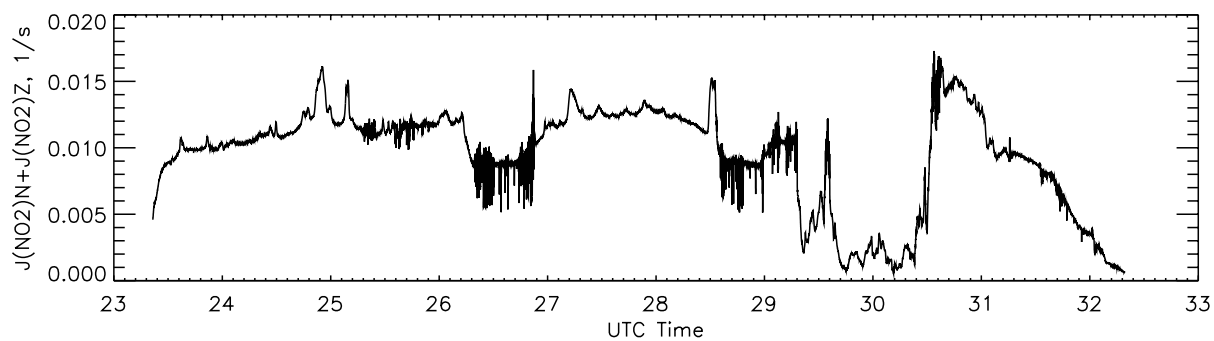
FINAL DATA: TRACE-P DC-8 Flight 14



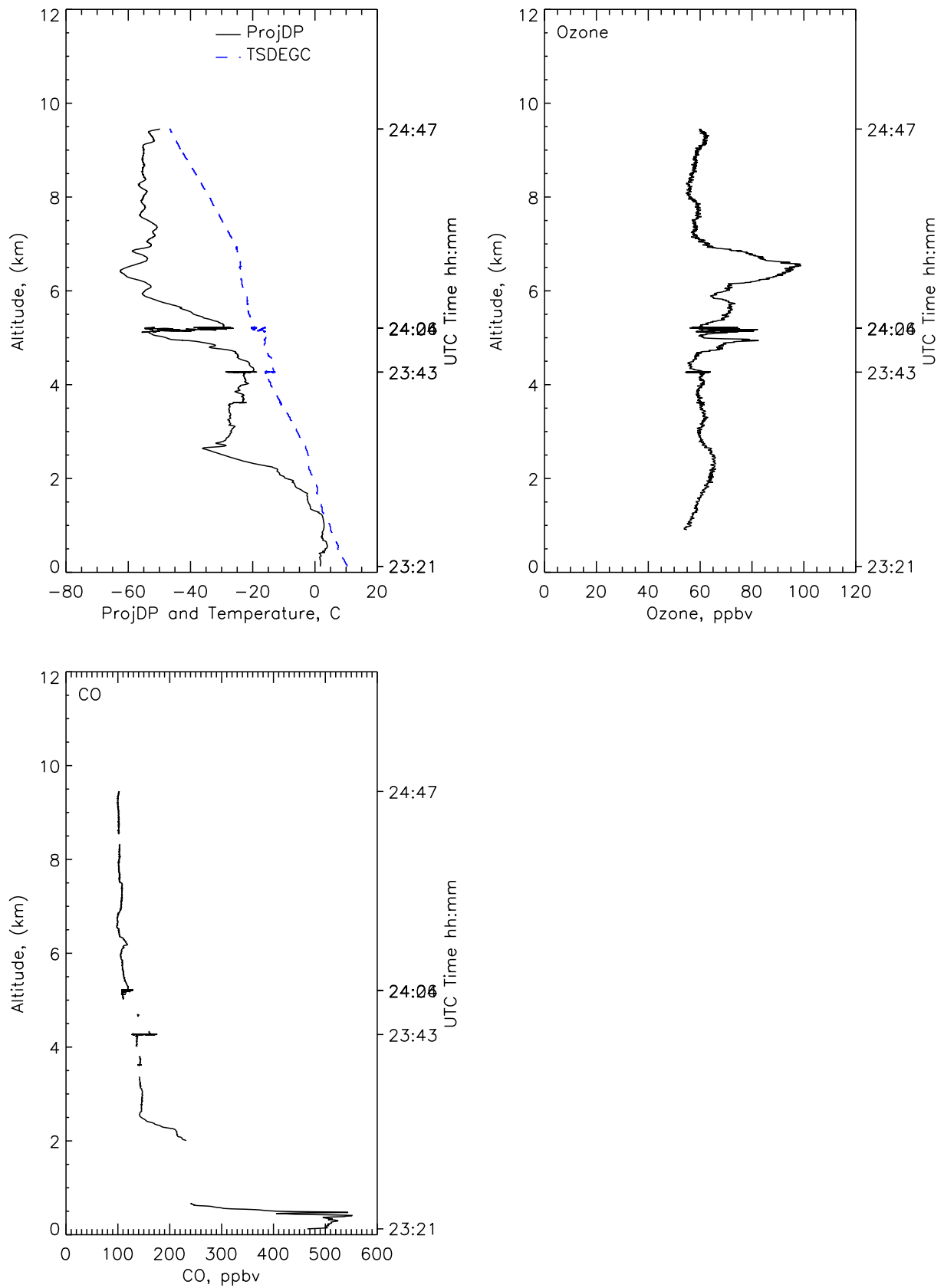
FINAL DATA: TRACE-P DC-8 Flight 14



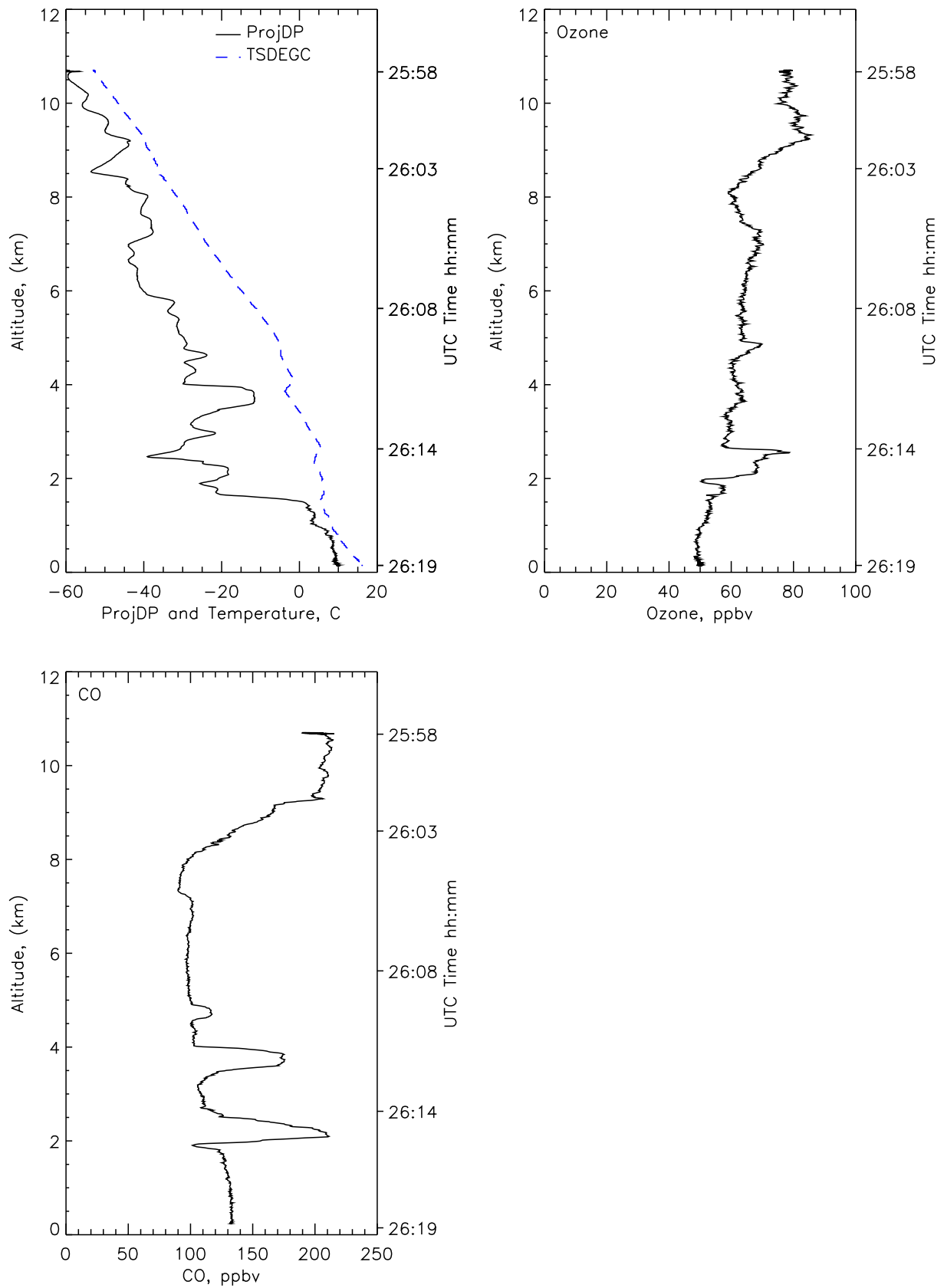
FINAL DATA: TRACE-P DC-8 Flight 14



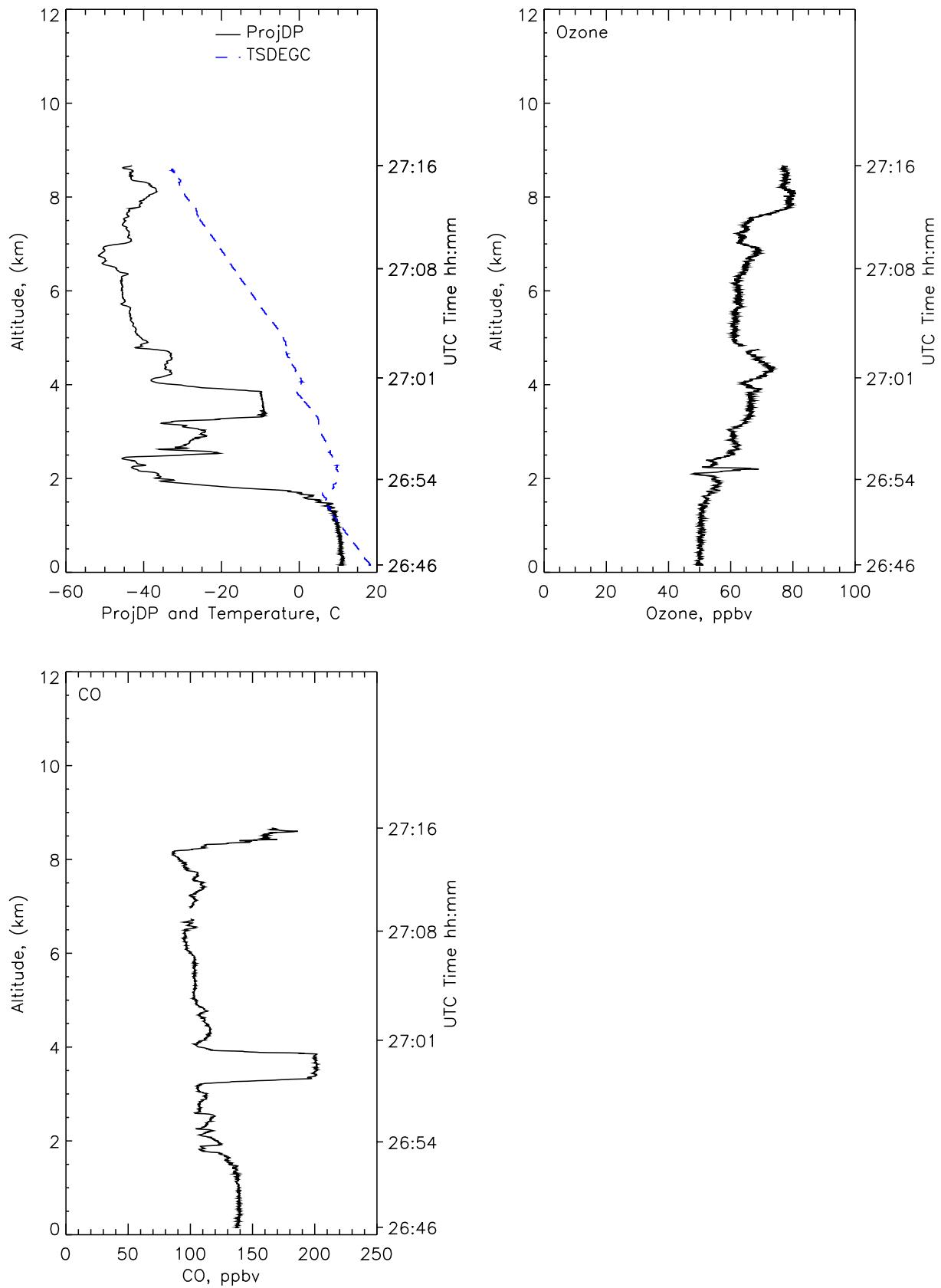
Profile #1 TRACE-P DC-8 Flight 14



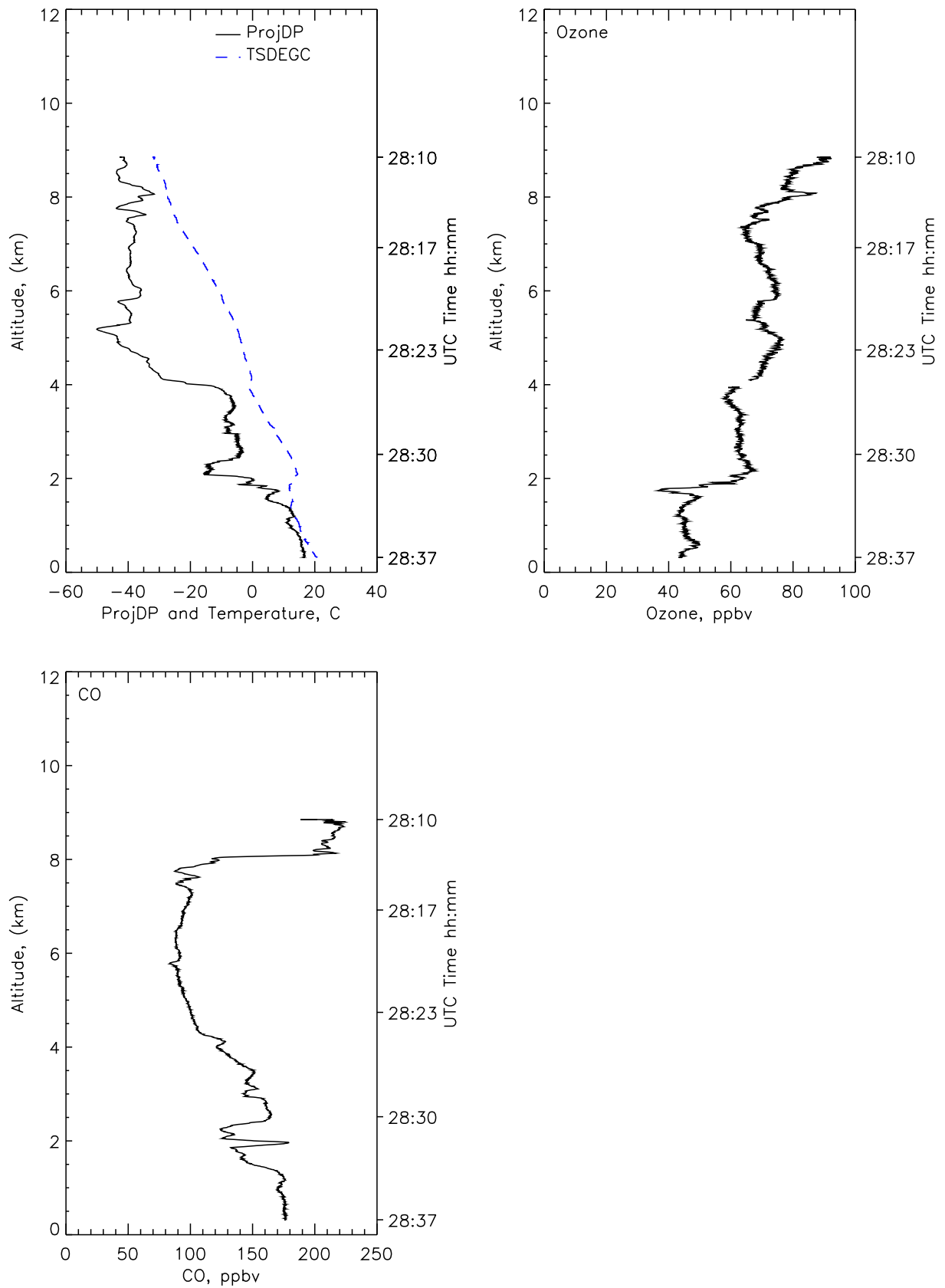
Profile #2 TRACE-P DC-8 Flight 14



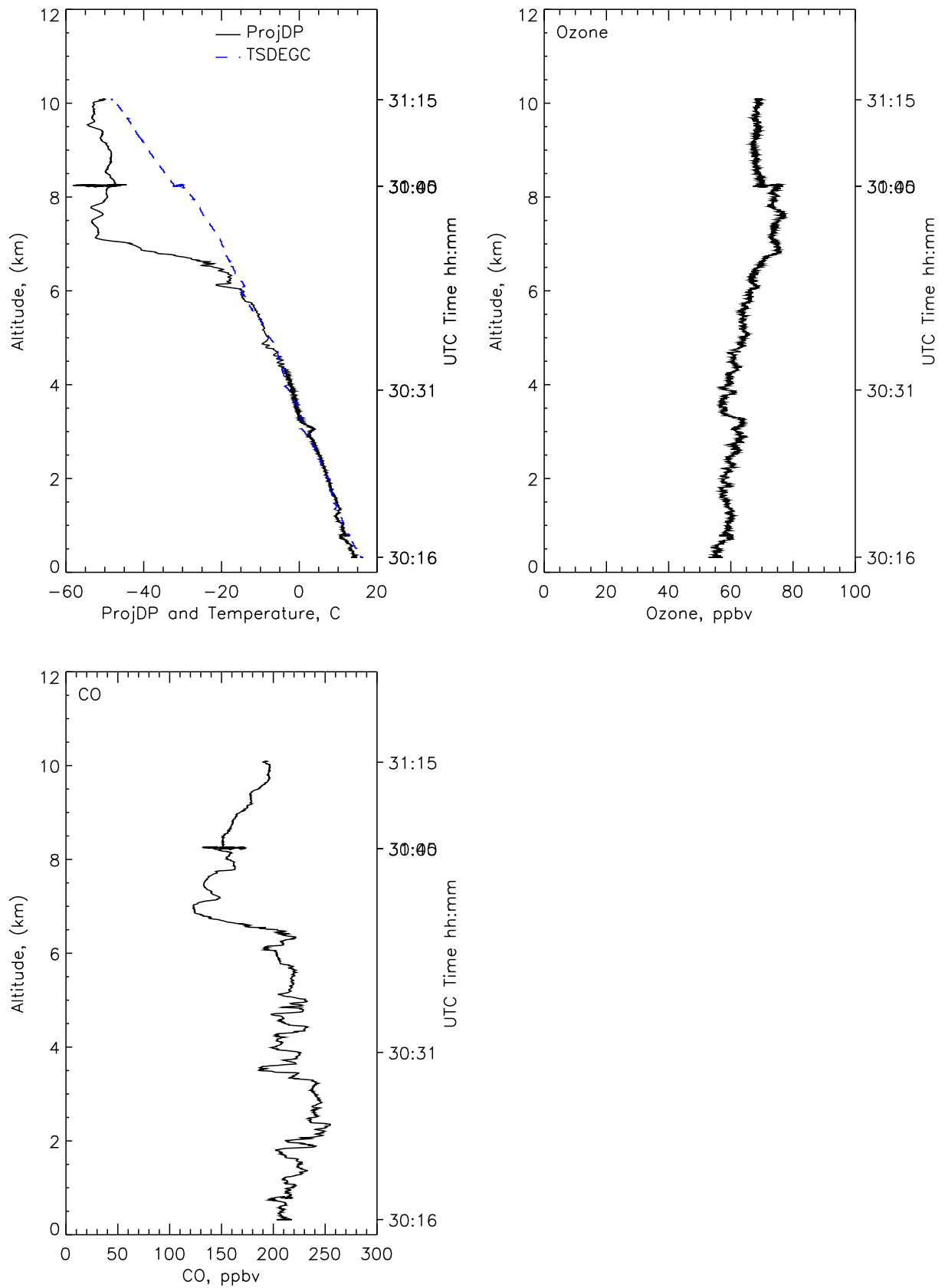
Profile #3 TRACE-P DC-8 Flight 14



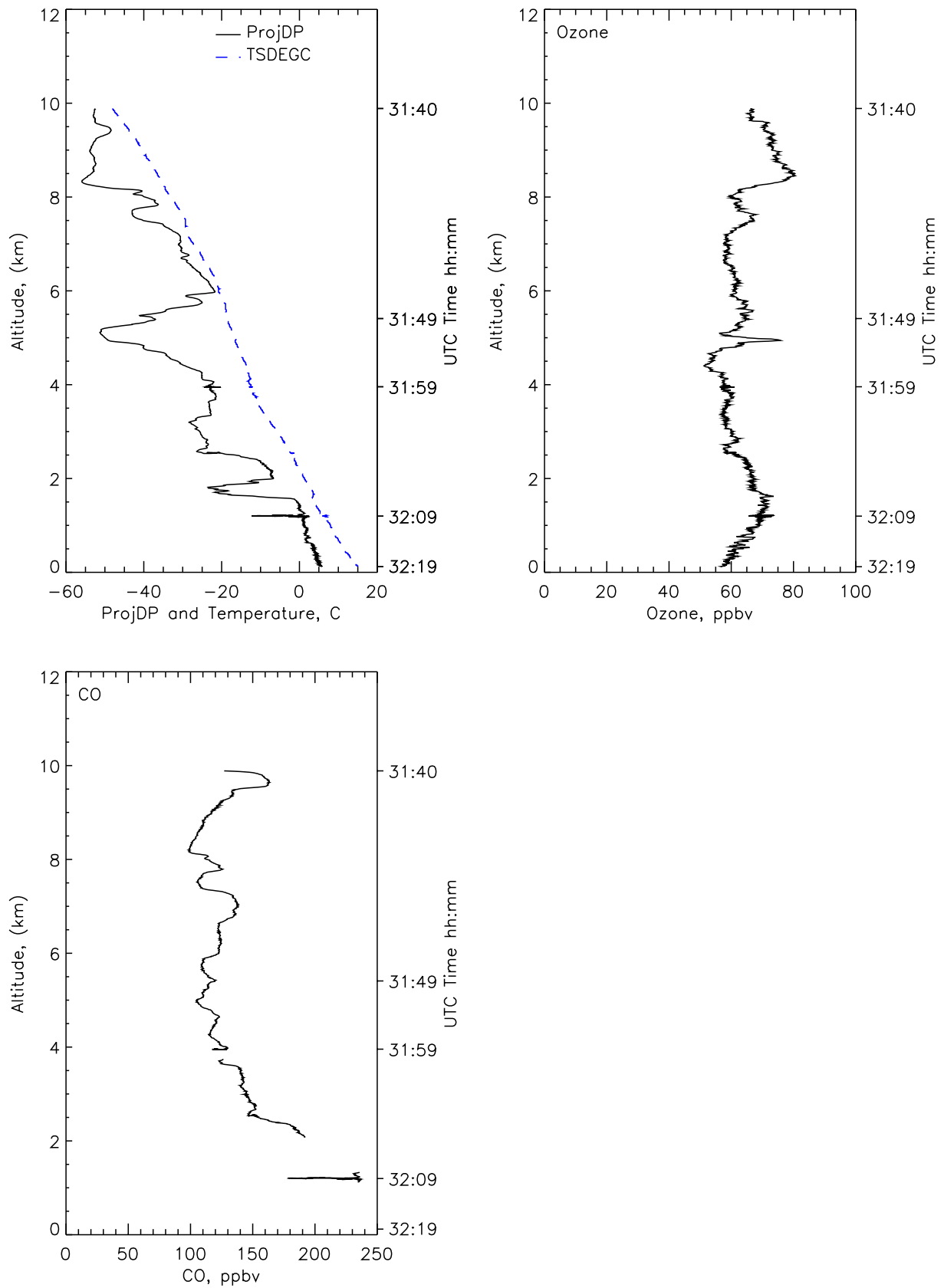
Profile #4 TRACE-P DC-8 Flight 14



Profile #5 TRACE-P DC-8 Flight 14



Profile #6 TRACE-P DC-8 Flight 14



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

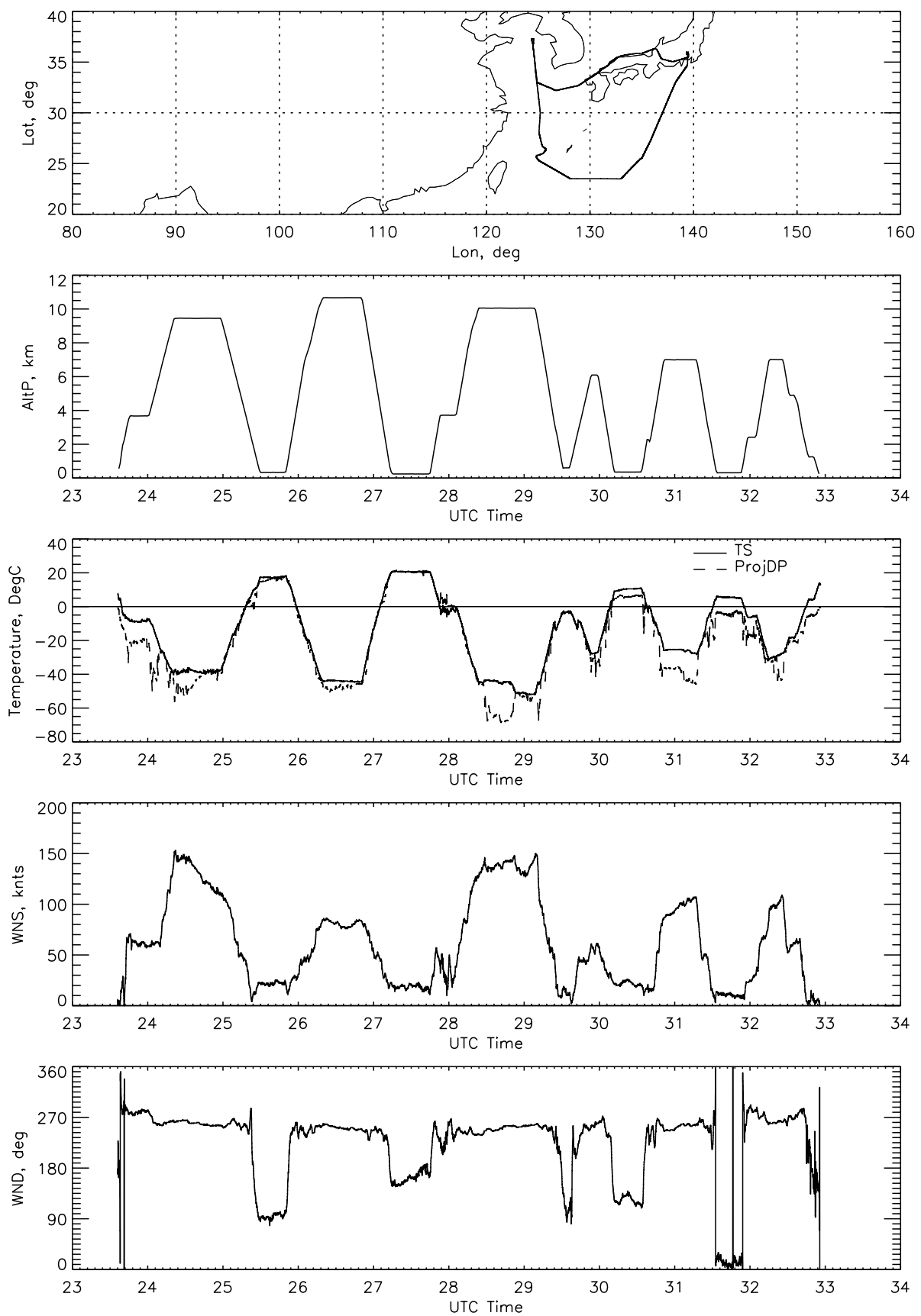
Flight 15D

Local: Yokota No. 3

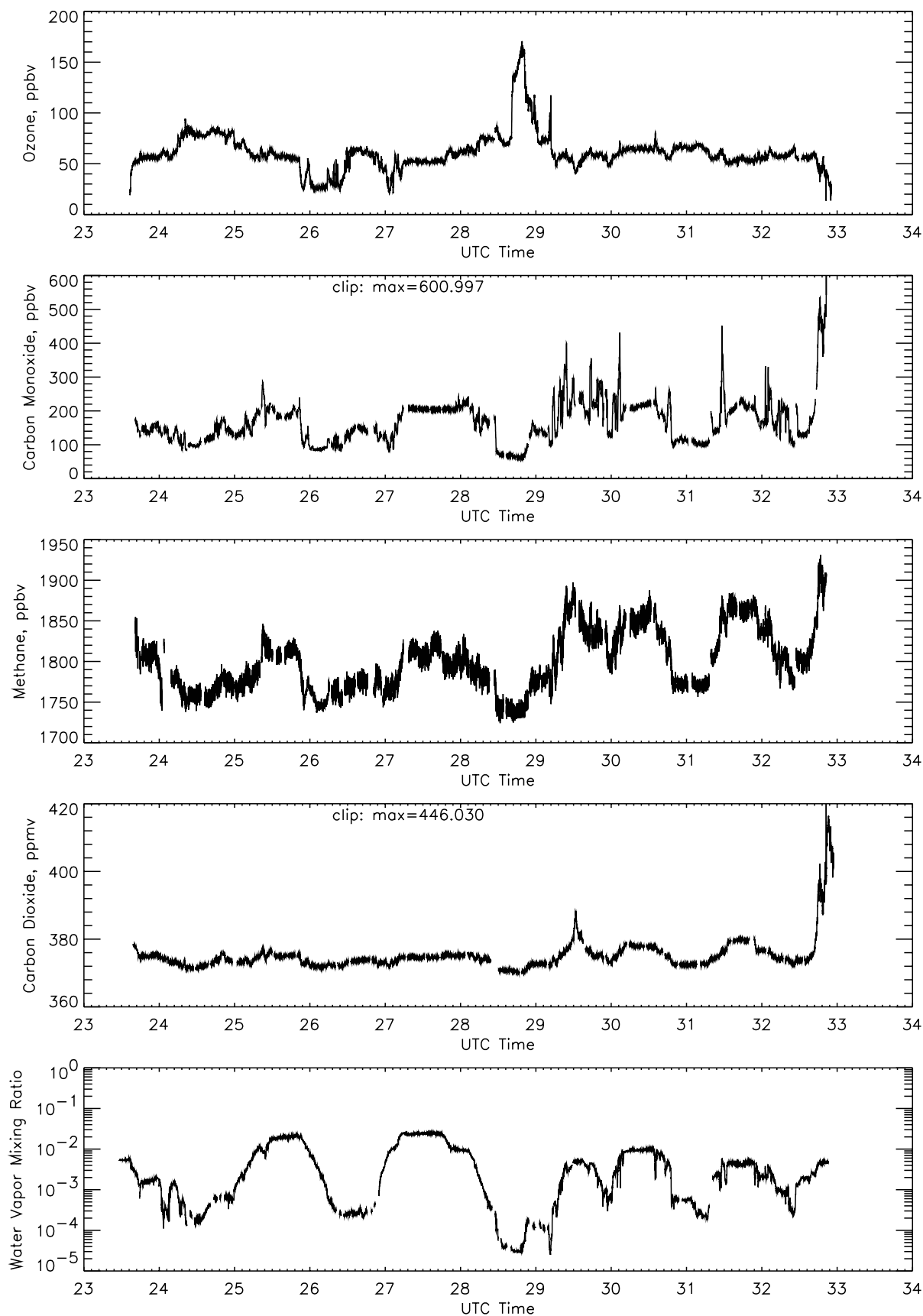
Convective Outflow
and Stratospheric Influence

March 26, 2001

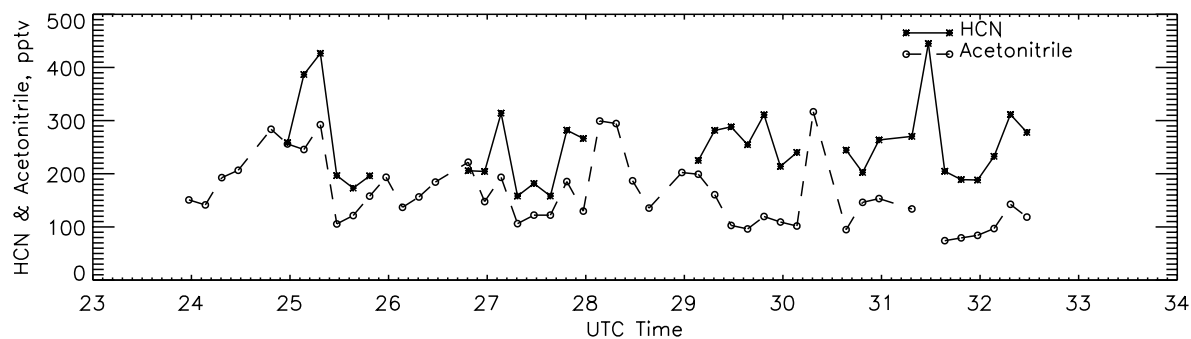
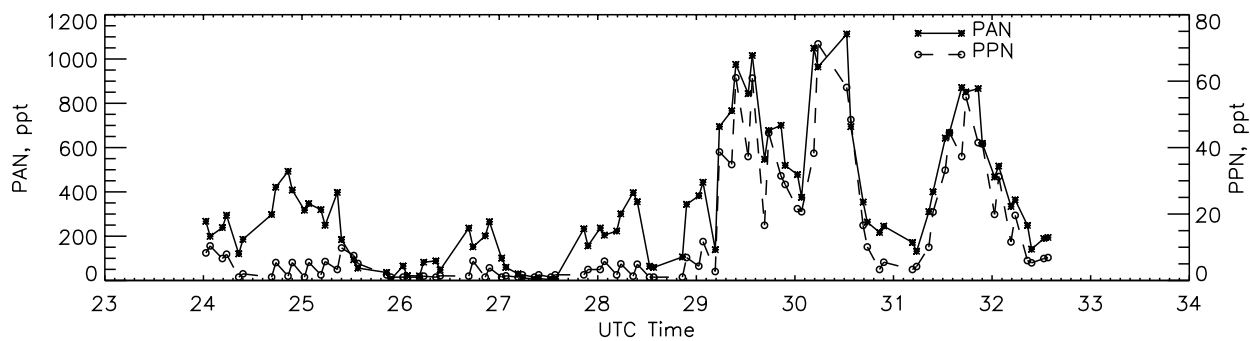
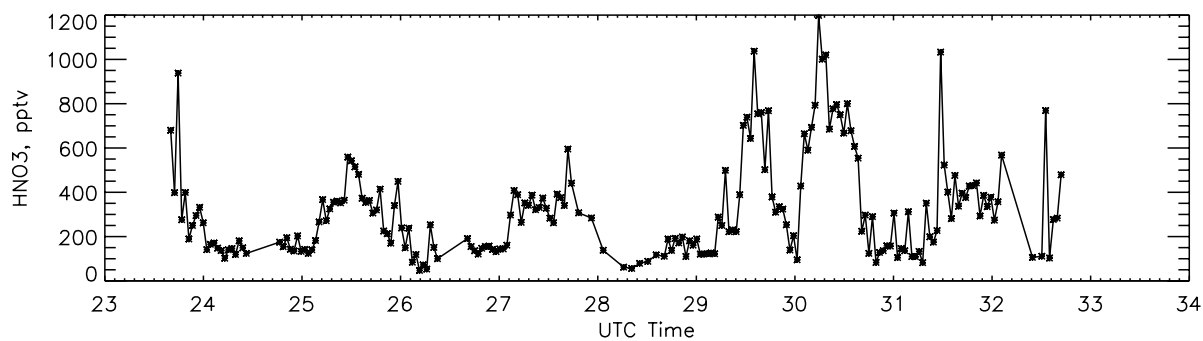
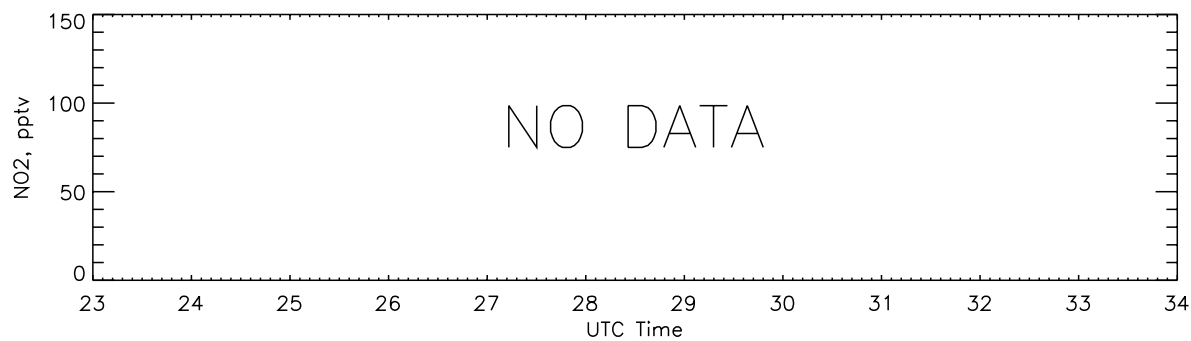
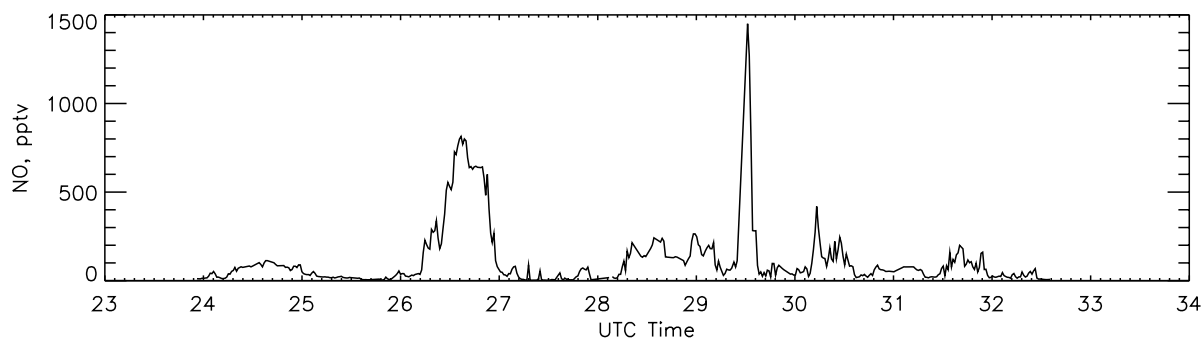
FINAL DATA: TRACE-P DC-8 Flight 15



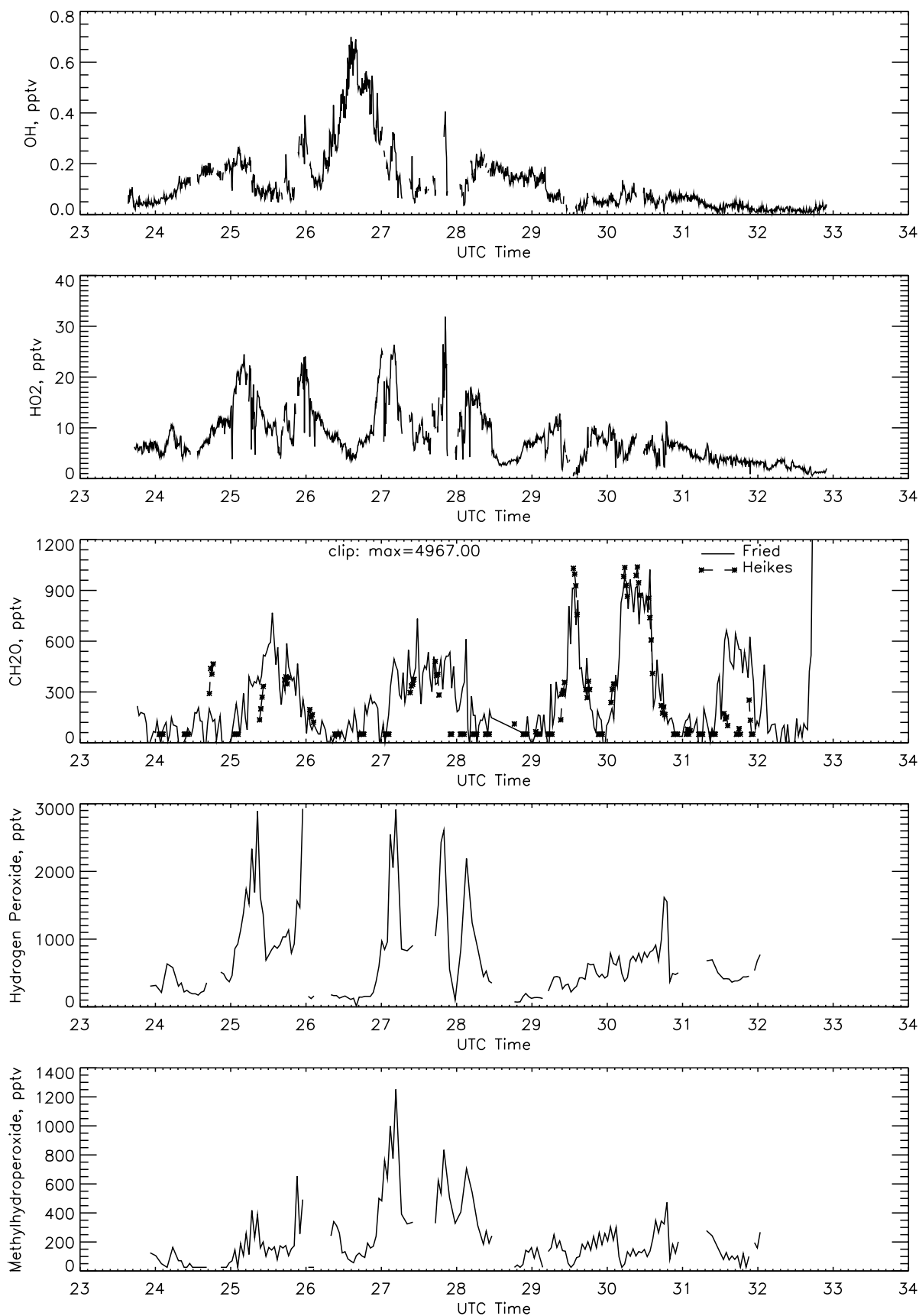
FINAL DATA: TRACE-P DC-8 Flight 15



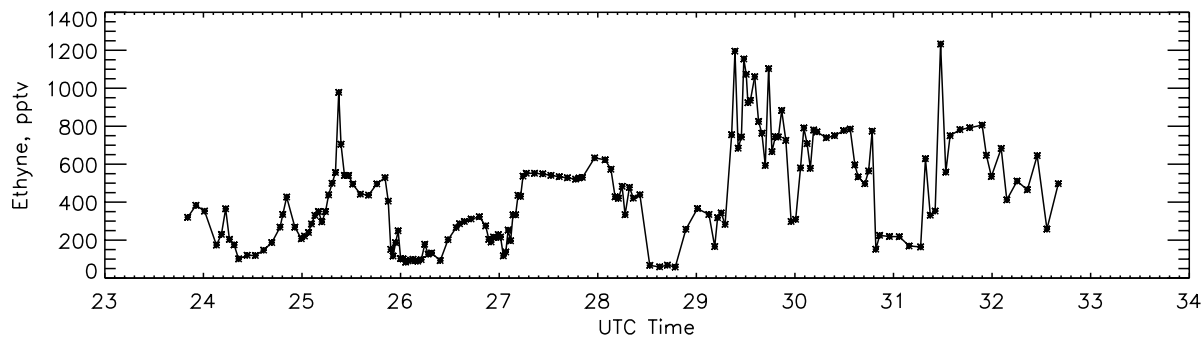
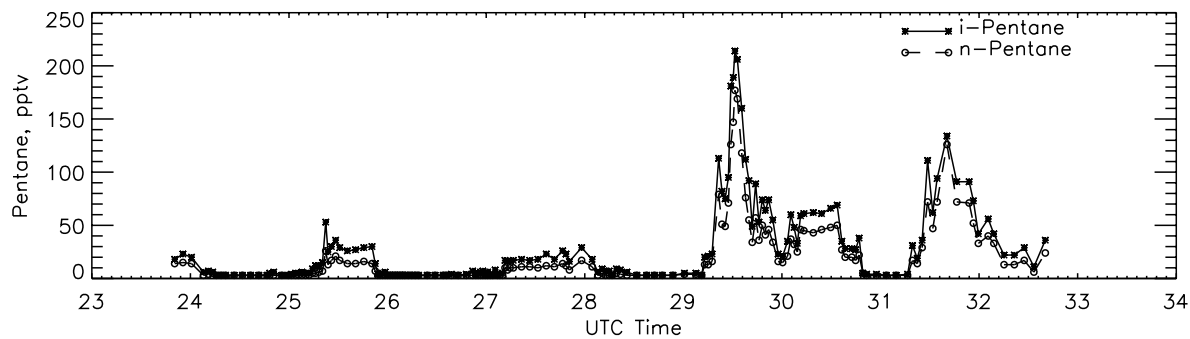
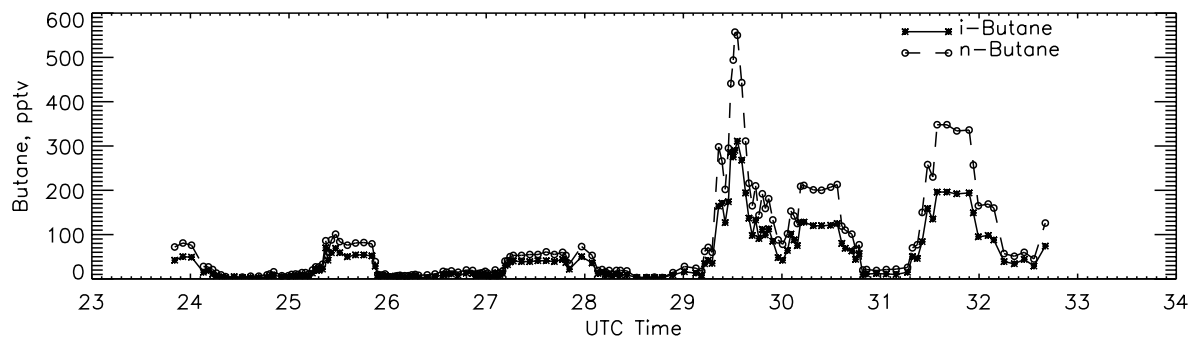
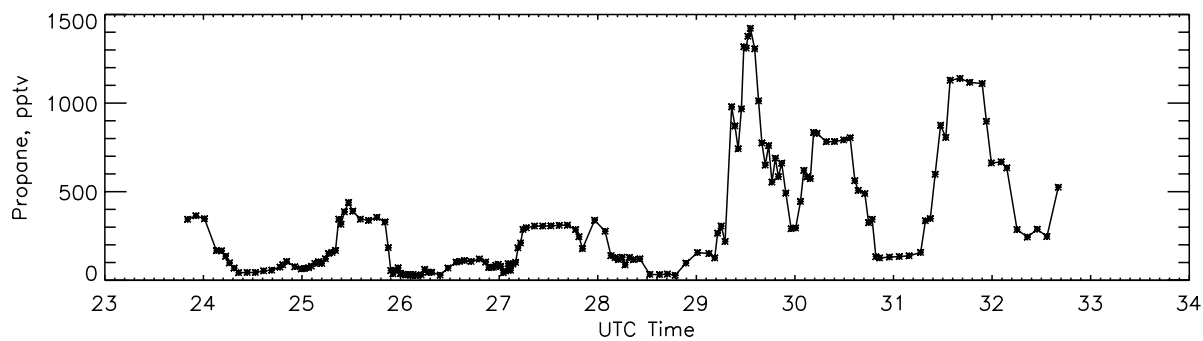
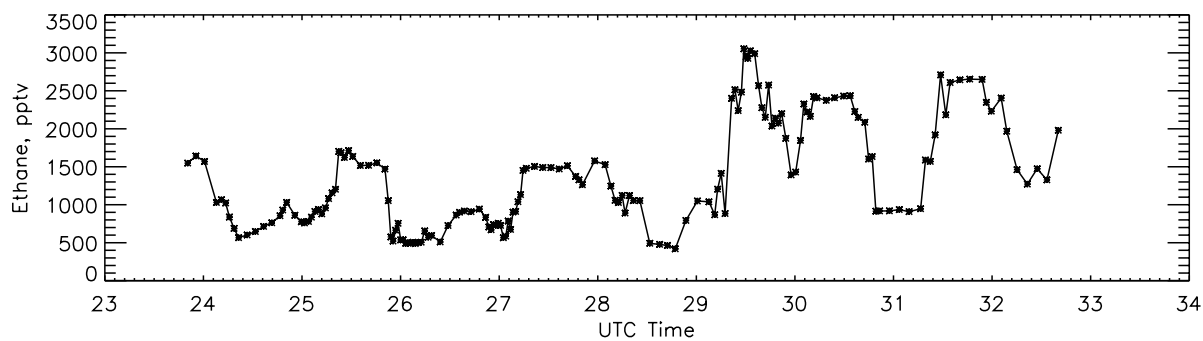
FINAL DATA: TRACE-P DC-8 Flight 15



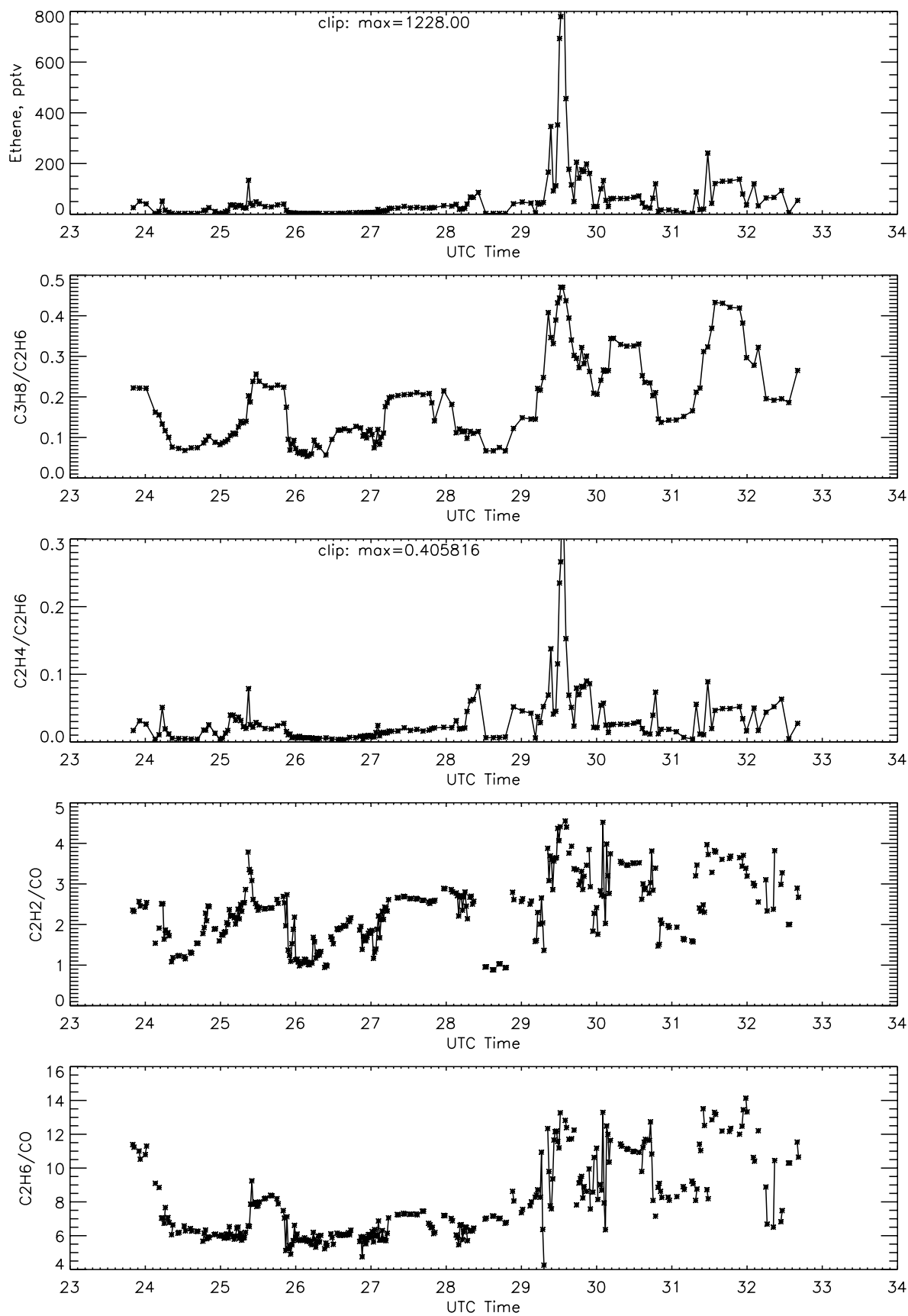
FINAL DATA: TRACE-P DC-8 Flight 15



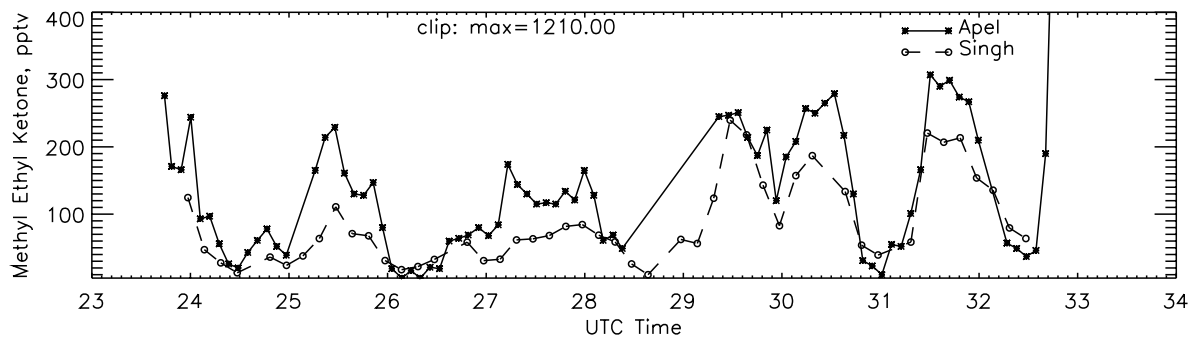
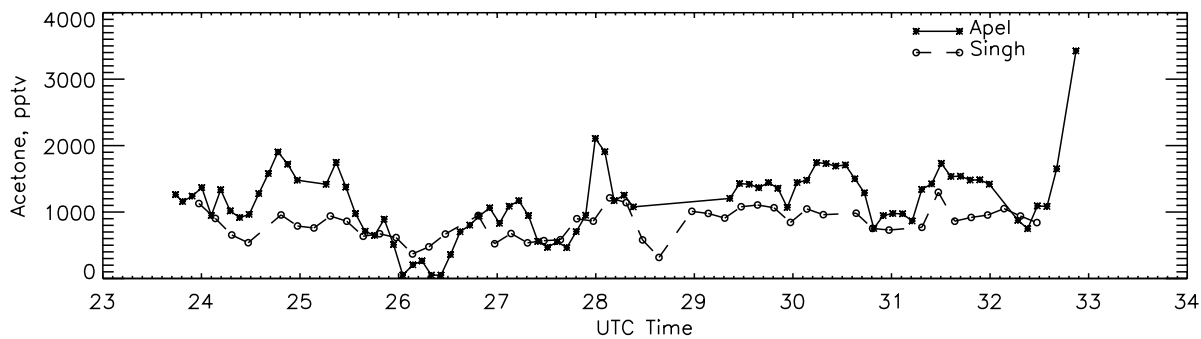
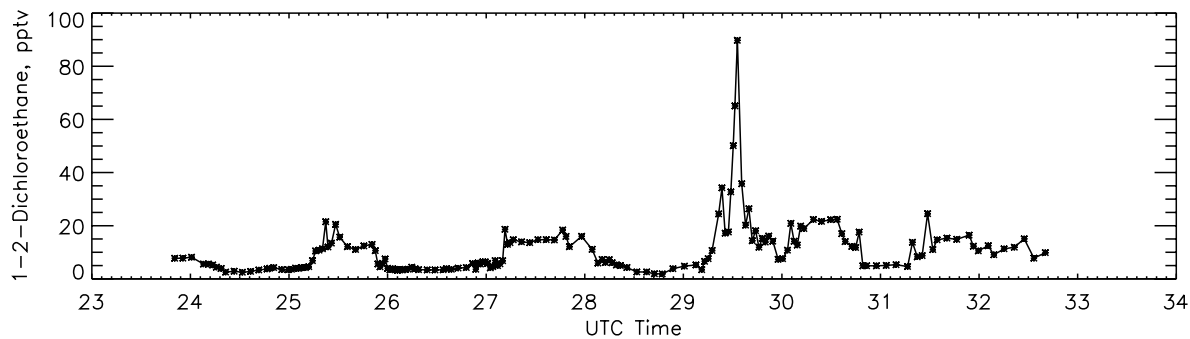
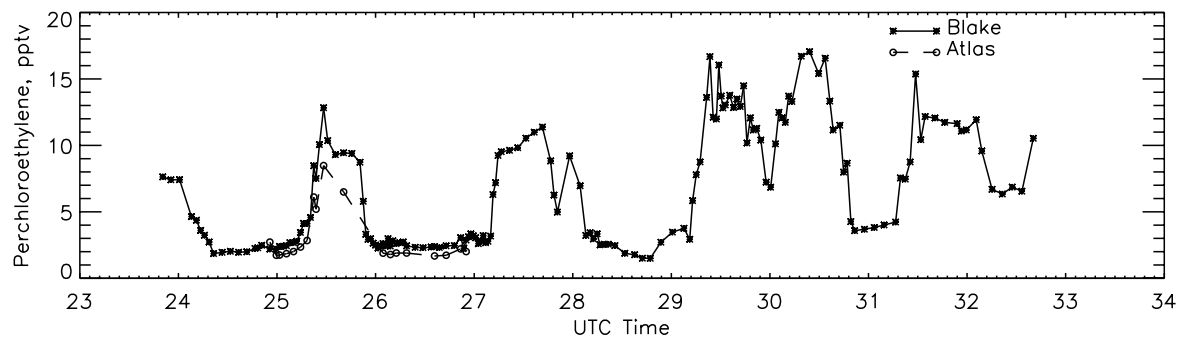
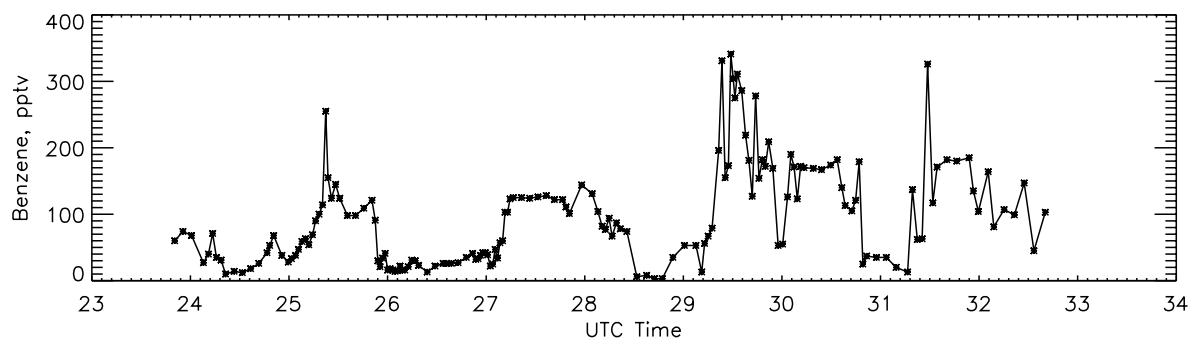
FINAL DATA: TRACE-P DC-8 Flight 15



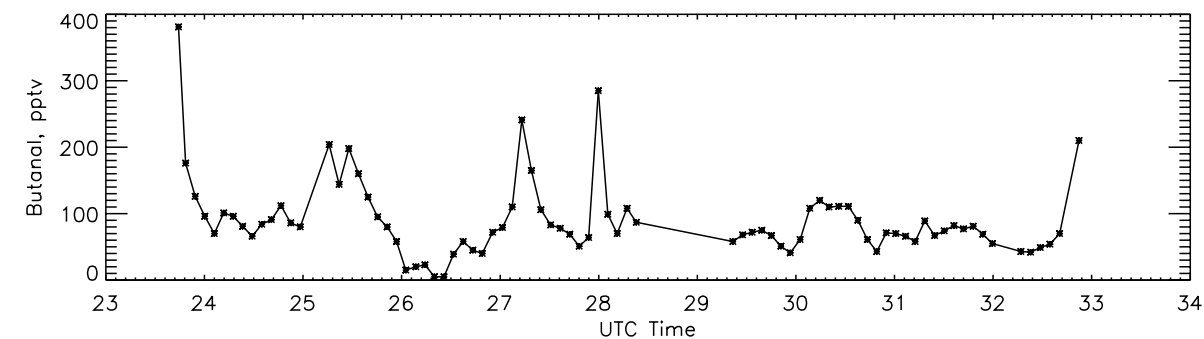
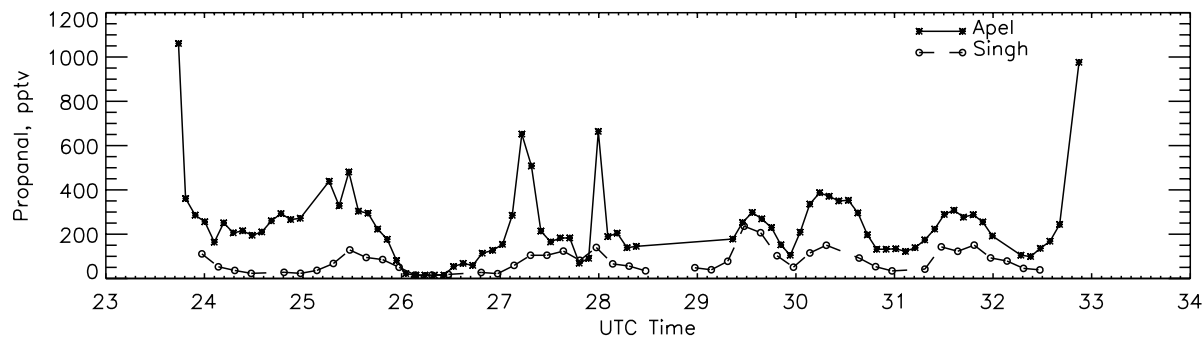
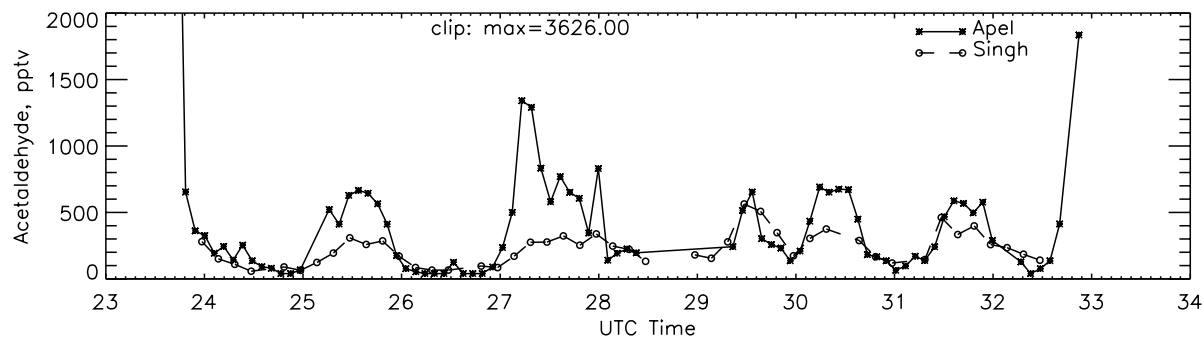
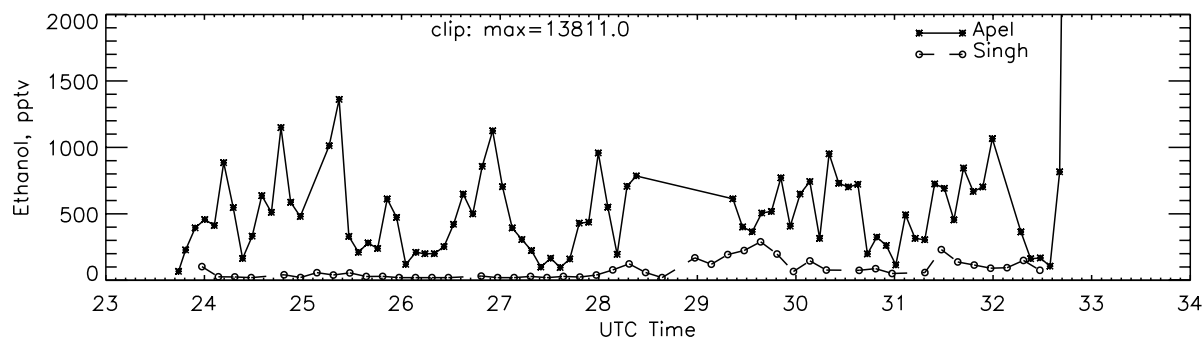
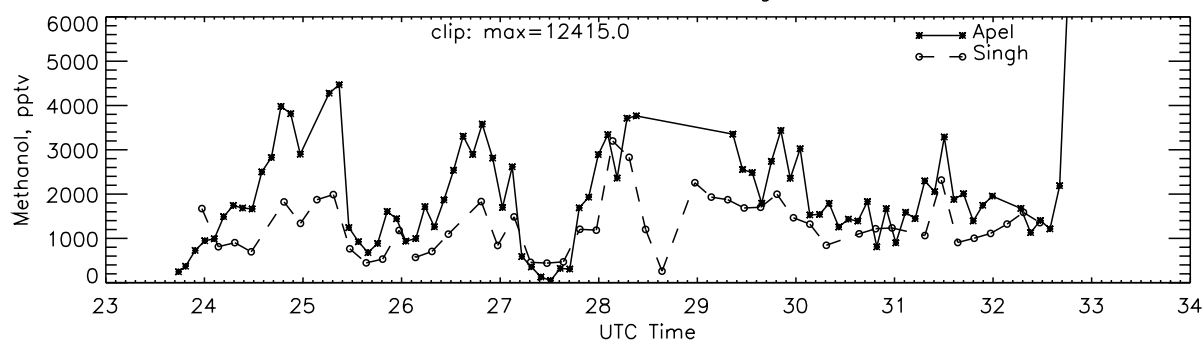
FINAL DATA: TRACE-P DC-8 Flight 15



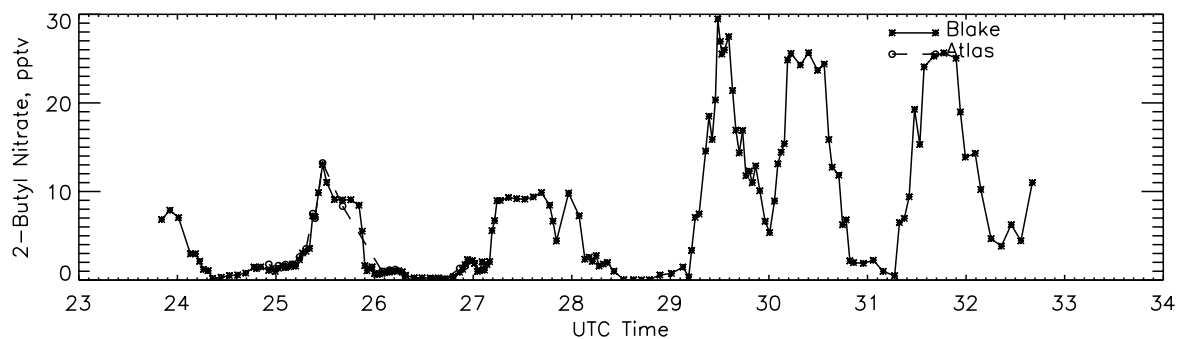
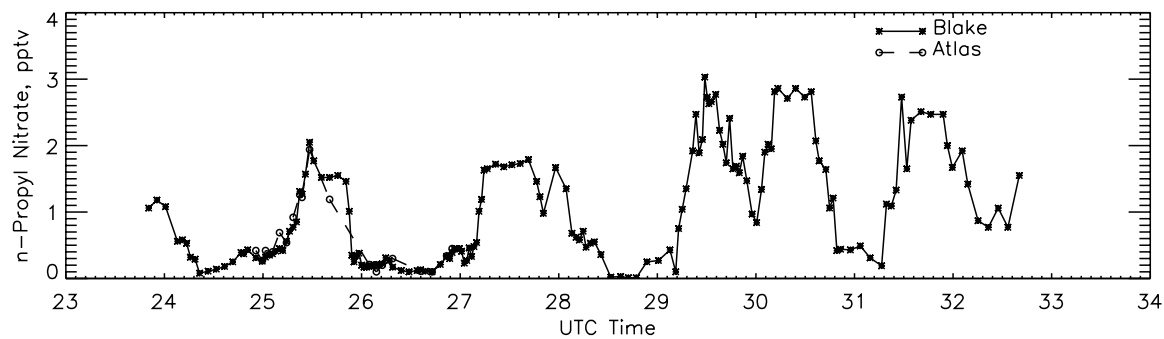
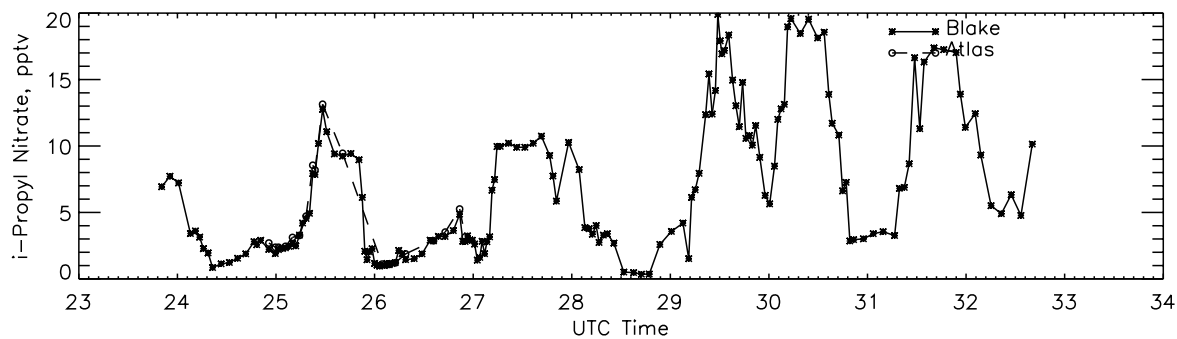
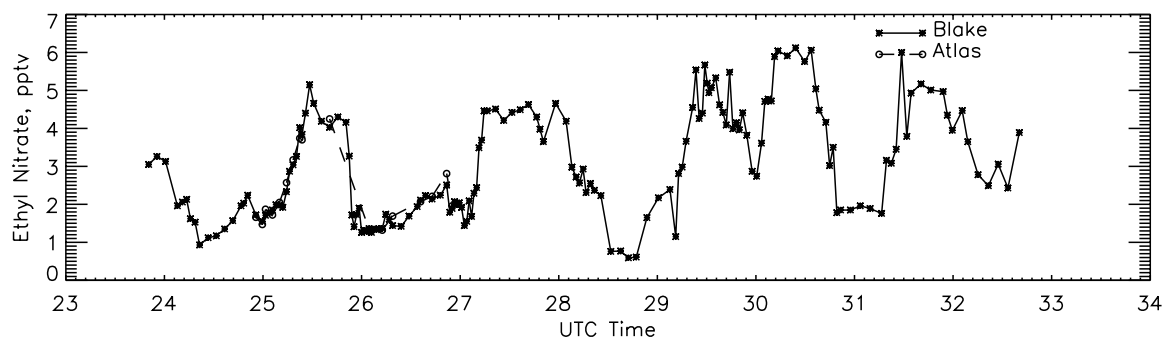
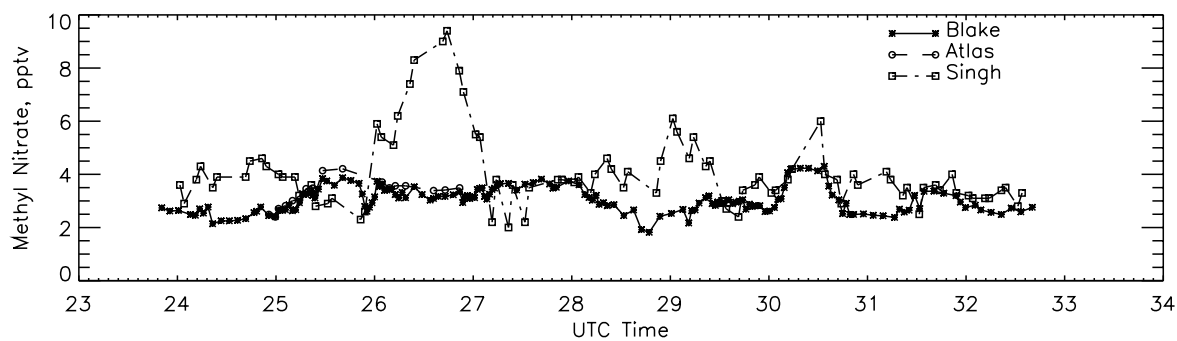
FINAL DATA: TRACE-P DC-8 Flight 15



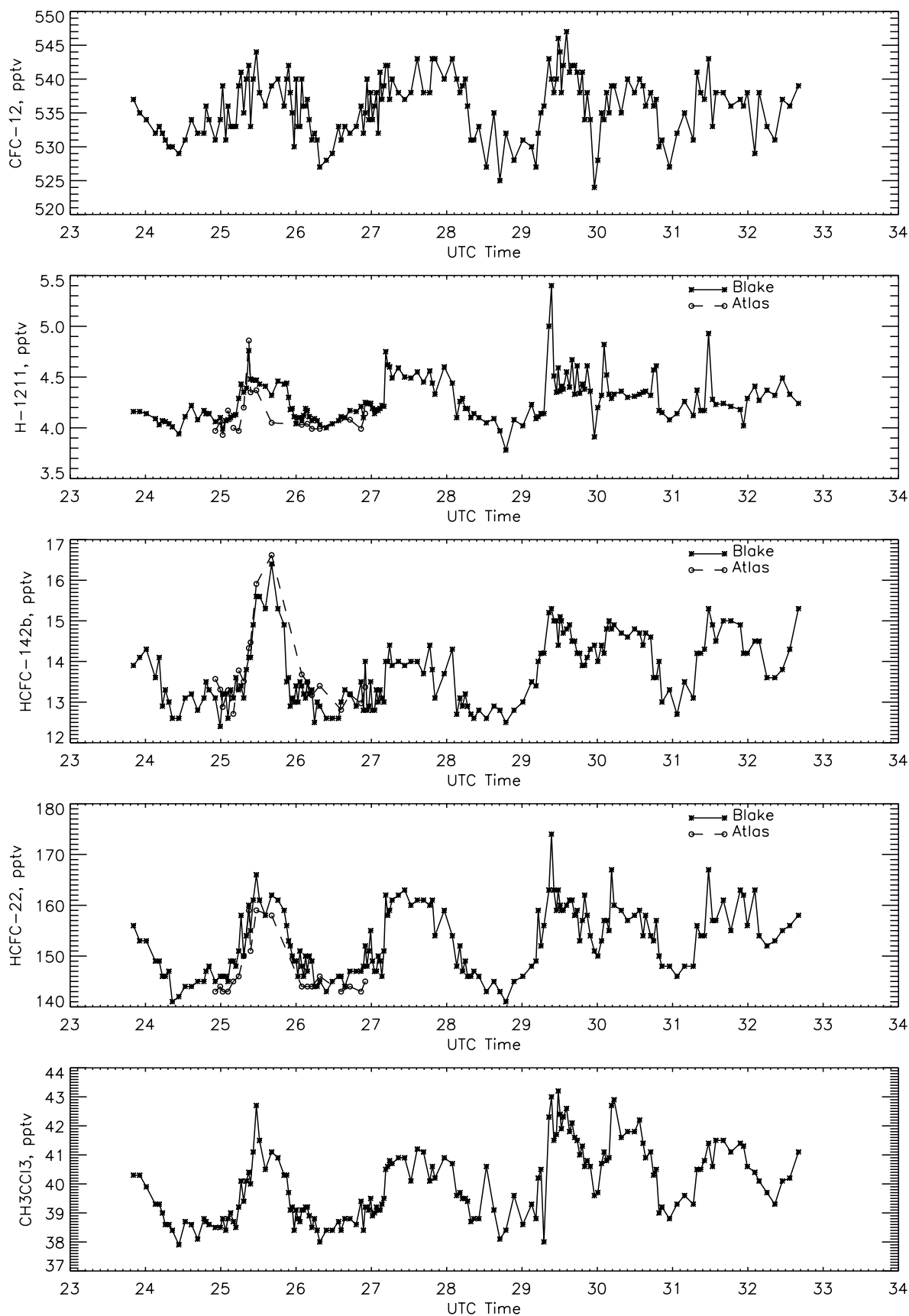
FINAL DATA: TRACE-P DC-8 Flight 15



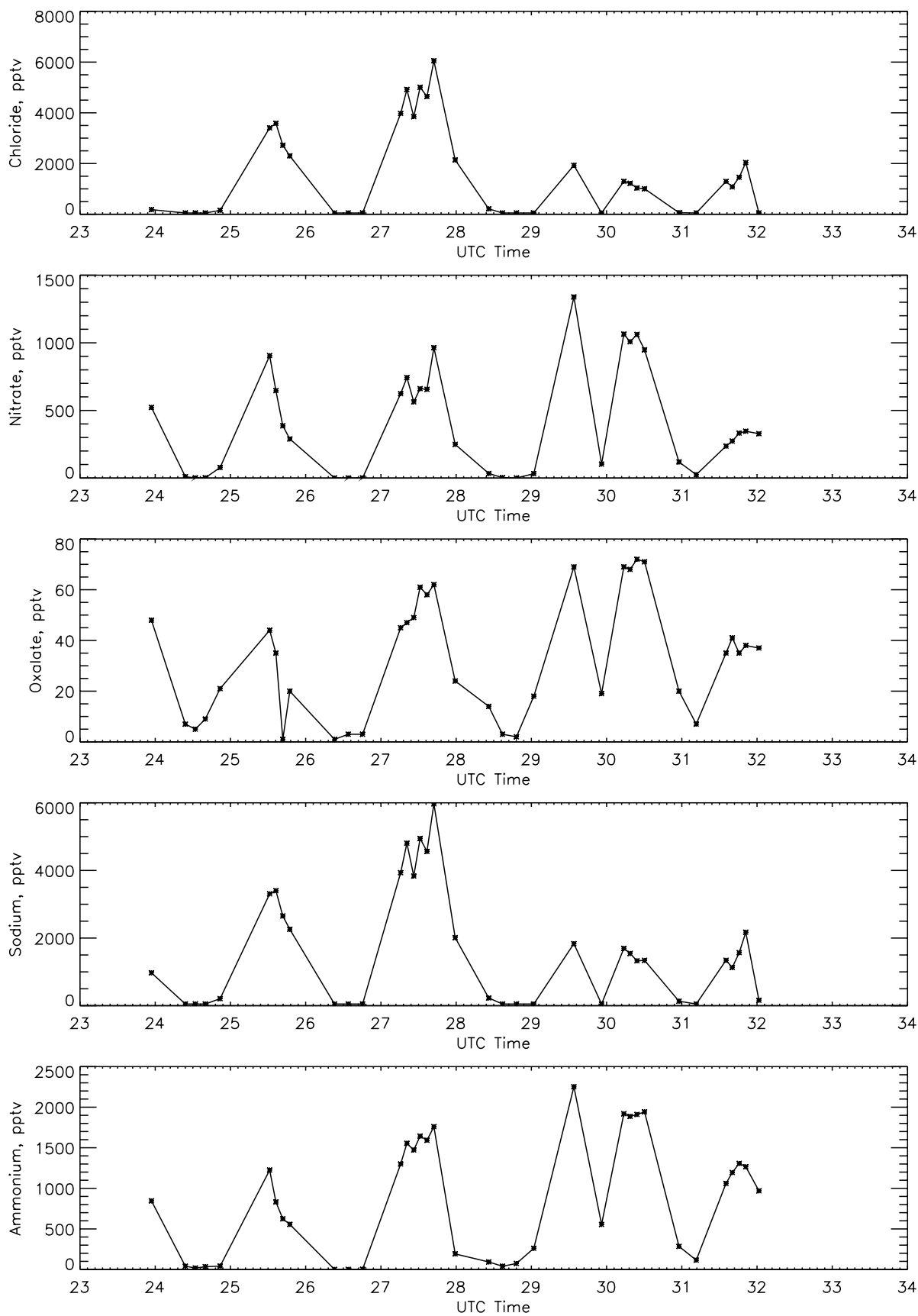
FINAL DATA: TRACE-P DC-8 Flight 15



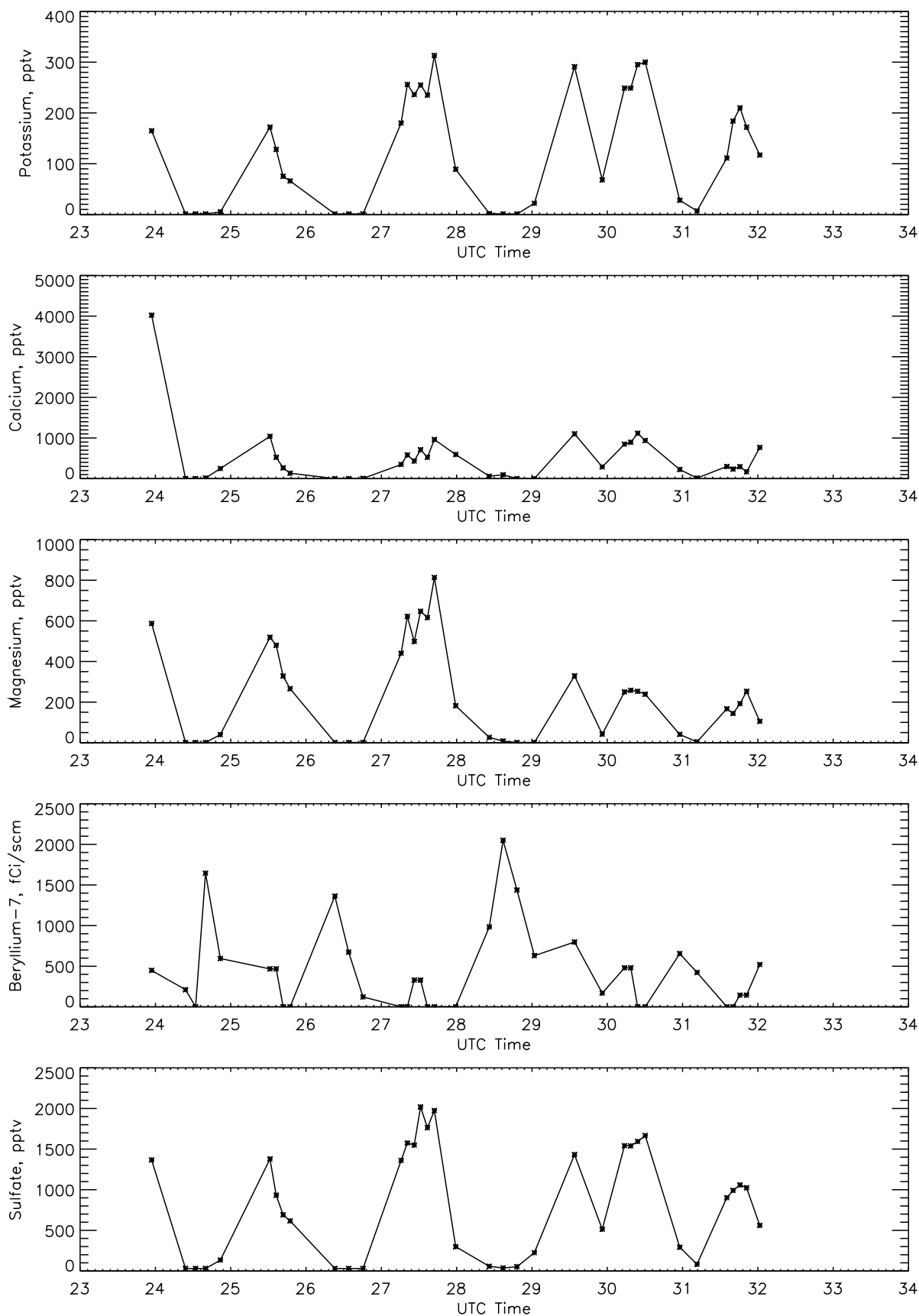
FINAL DATA: TRACE-P DC-8 Flight 15



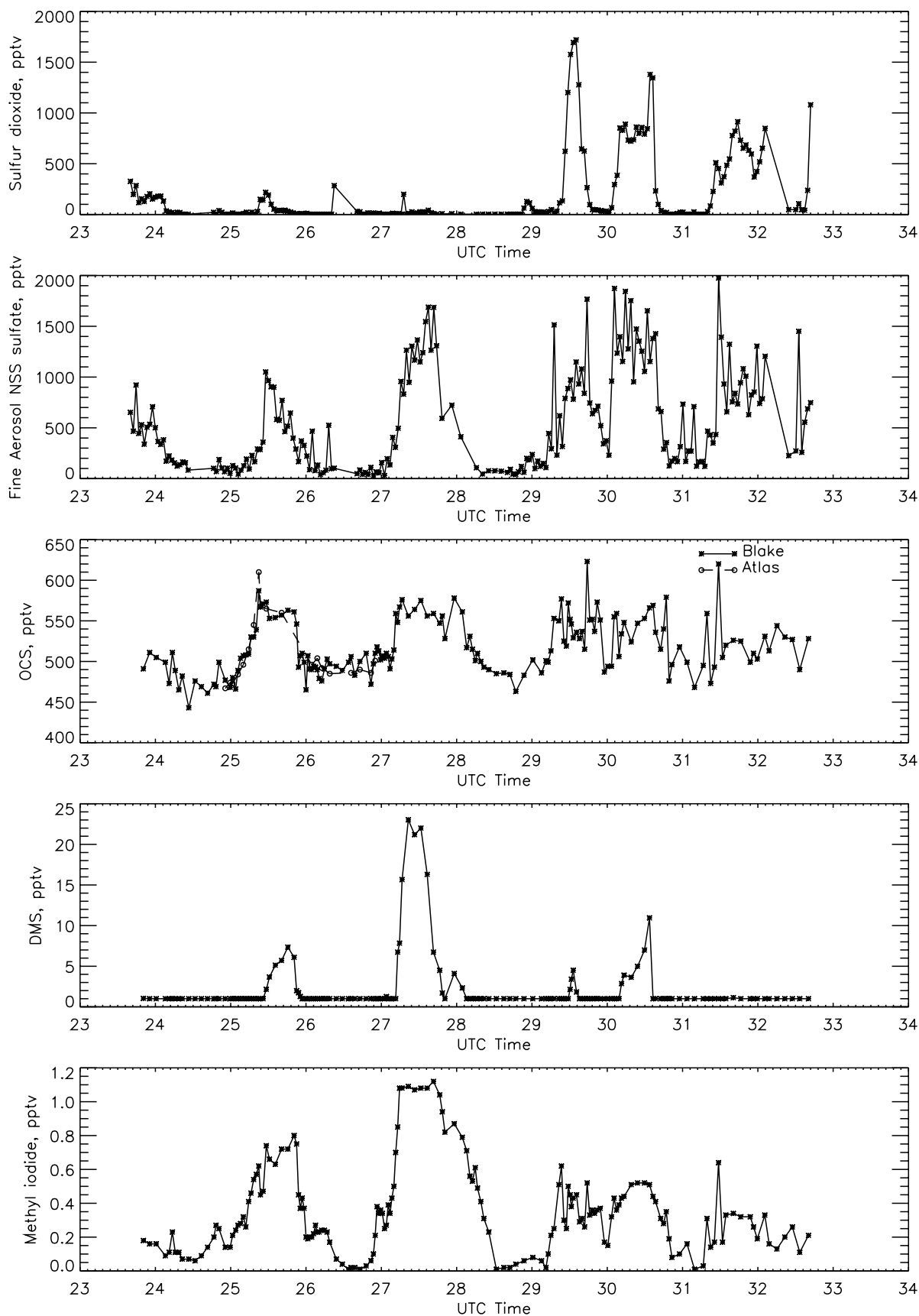
FINAL DATA: TRACE-P DC-8 Flight 15



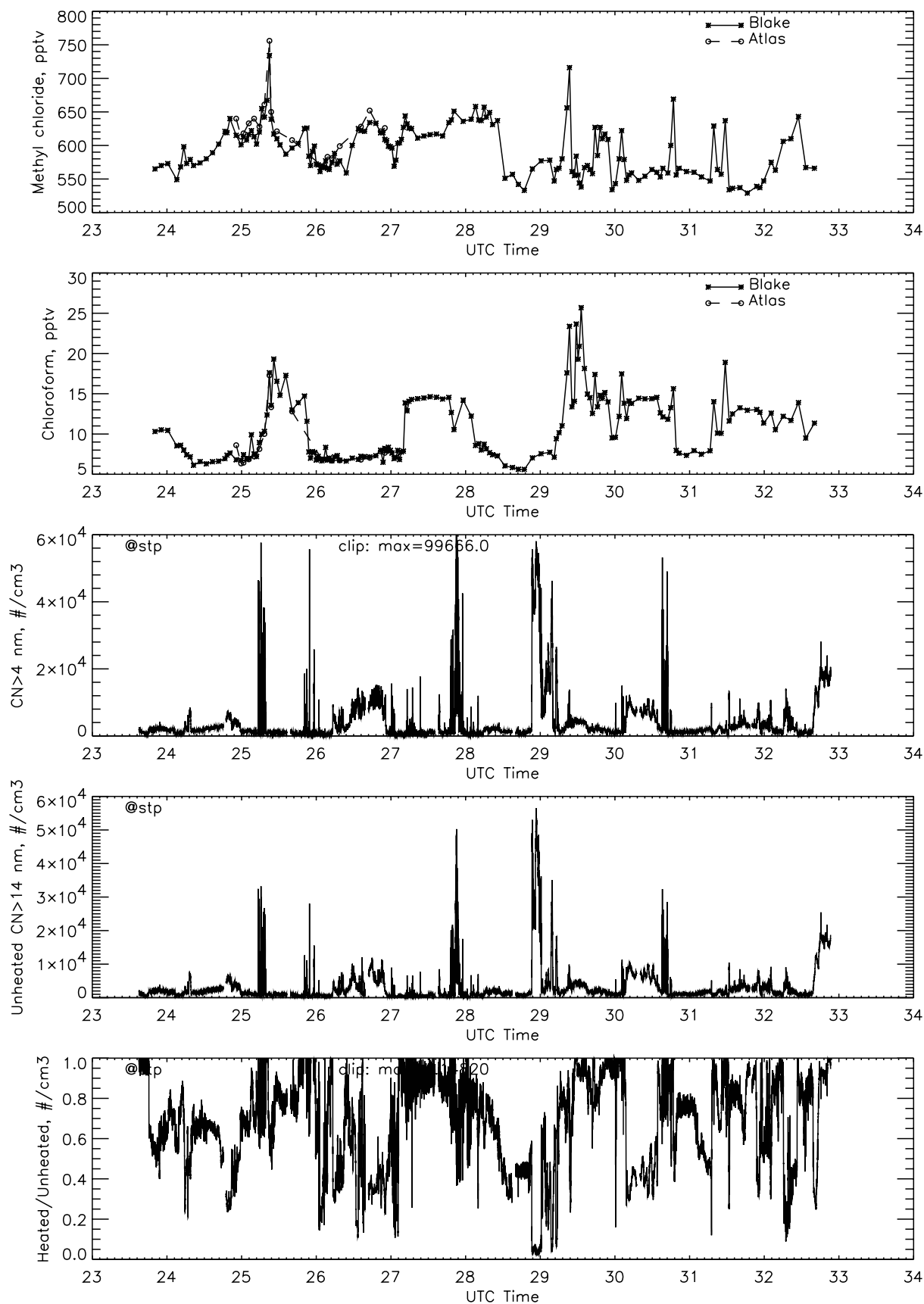
FINAL DATA: TRACE-P DC-8 Flight 15



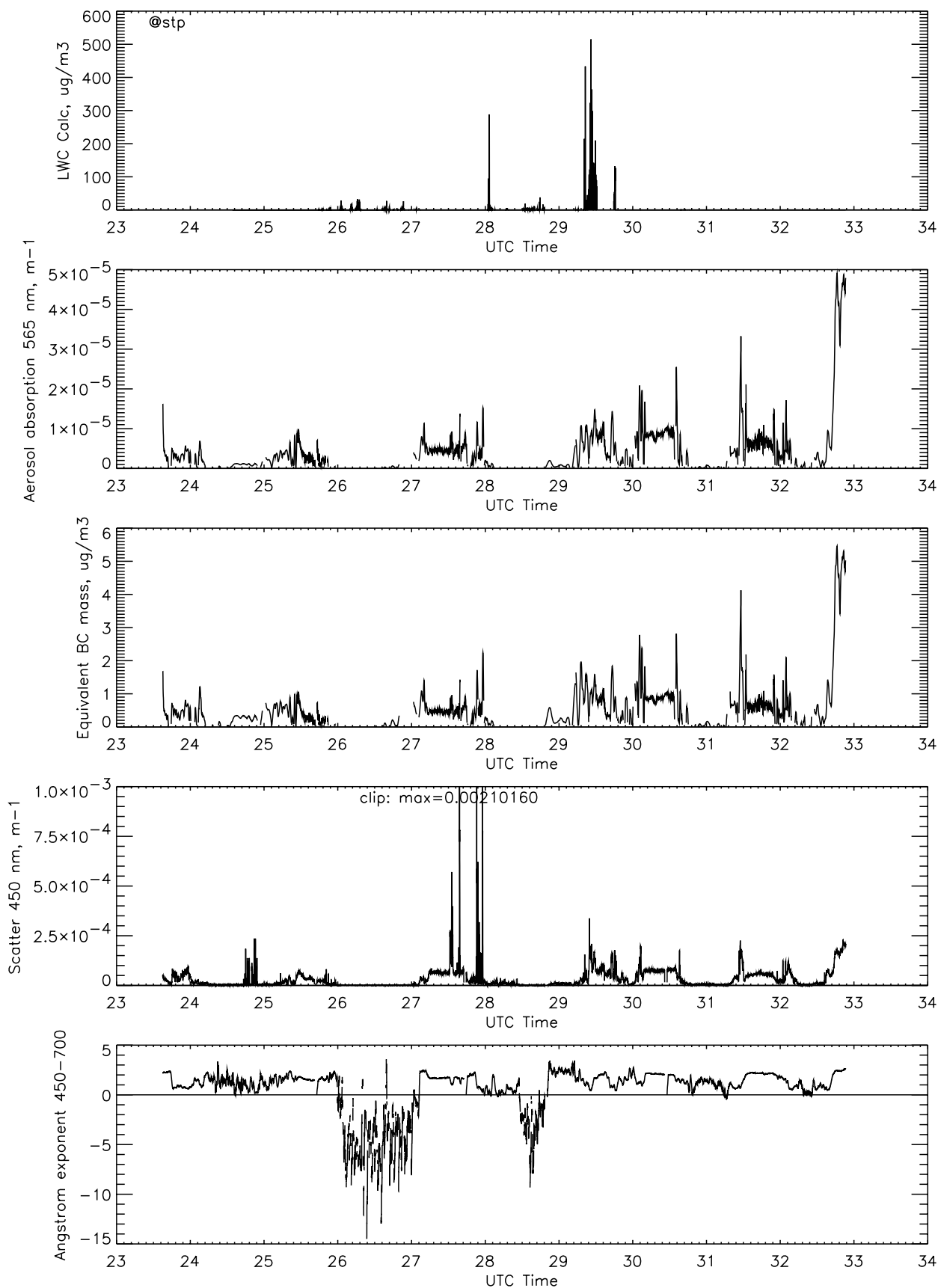
FINAL DATA: TRACE-P DC-8 Flight 15



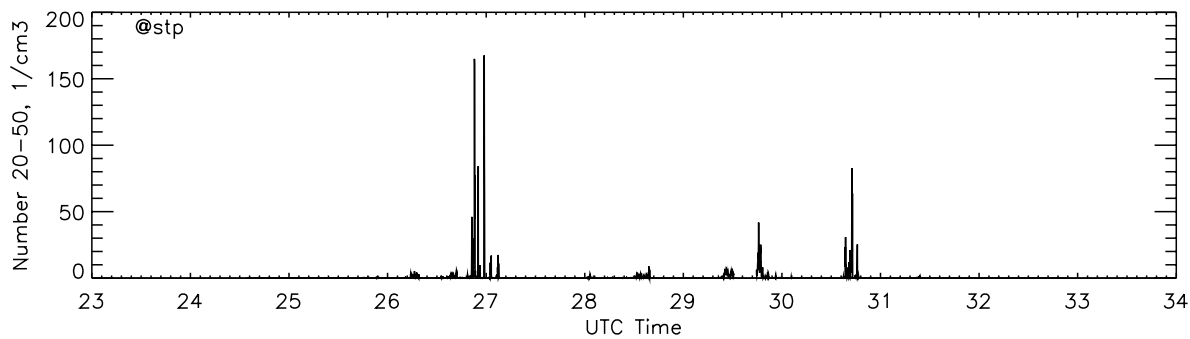
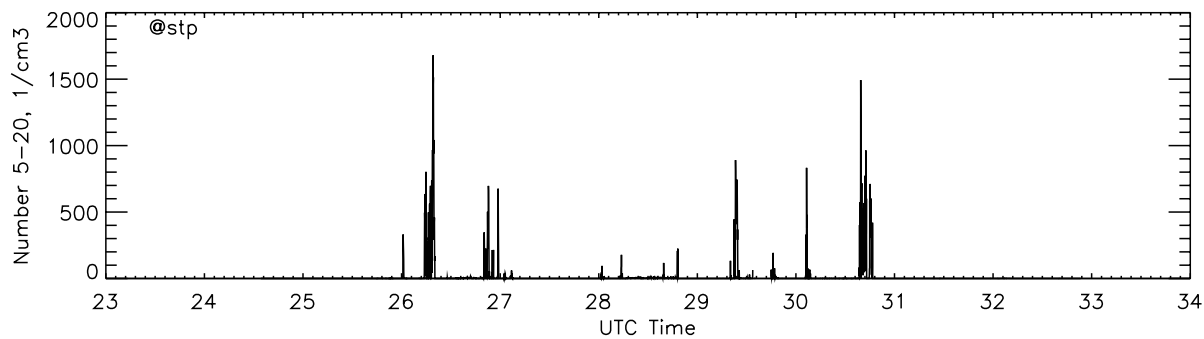
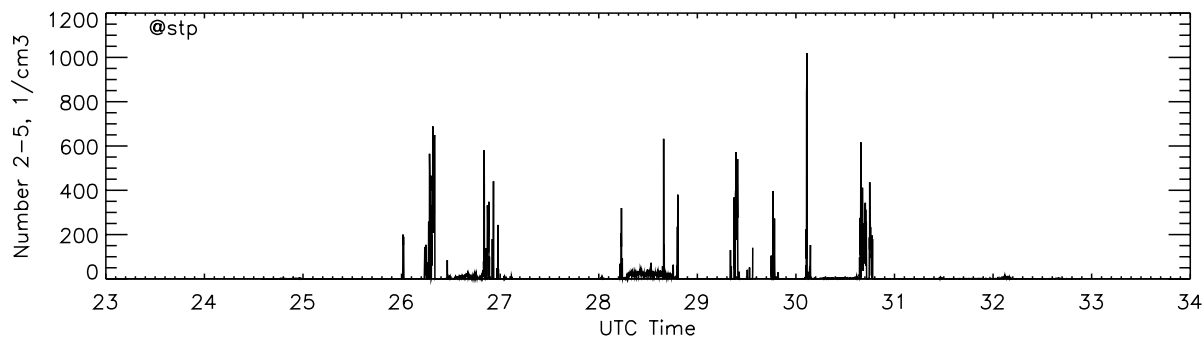
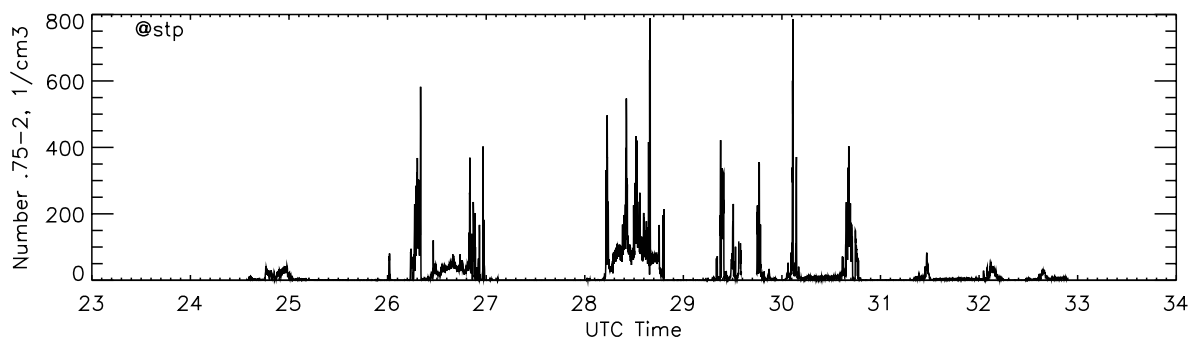
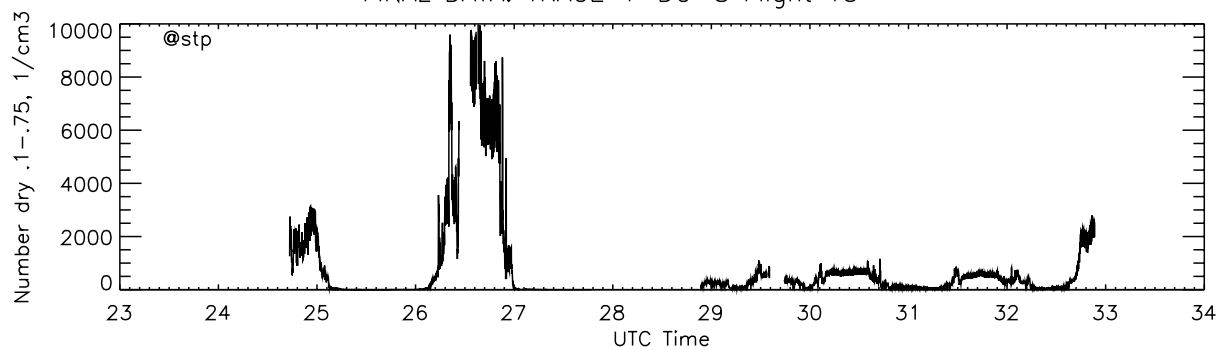
FINAL DATA: TRACE-P DC-8 Flight 15



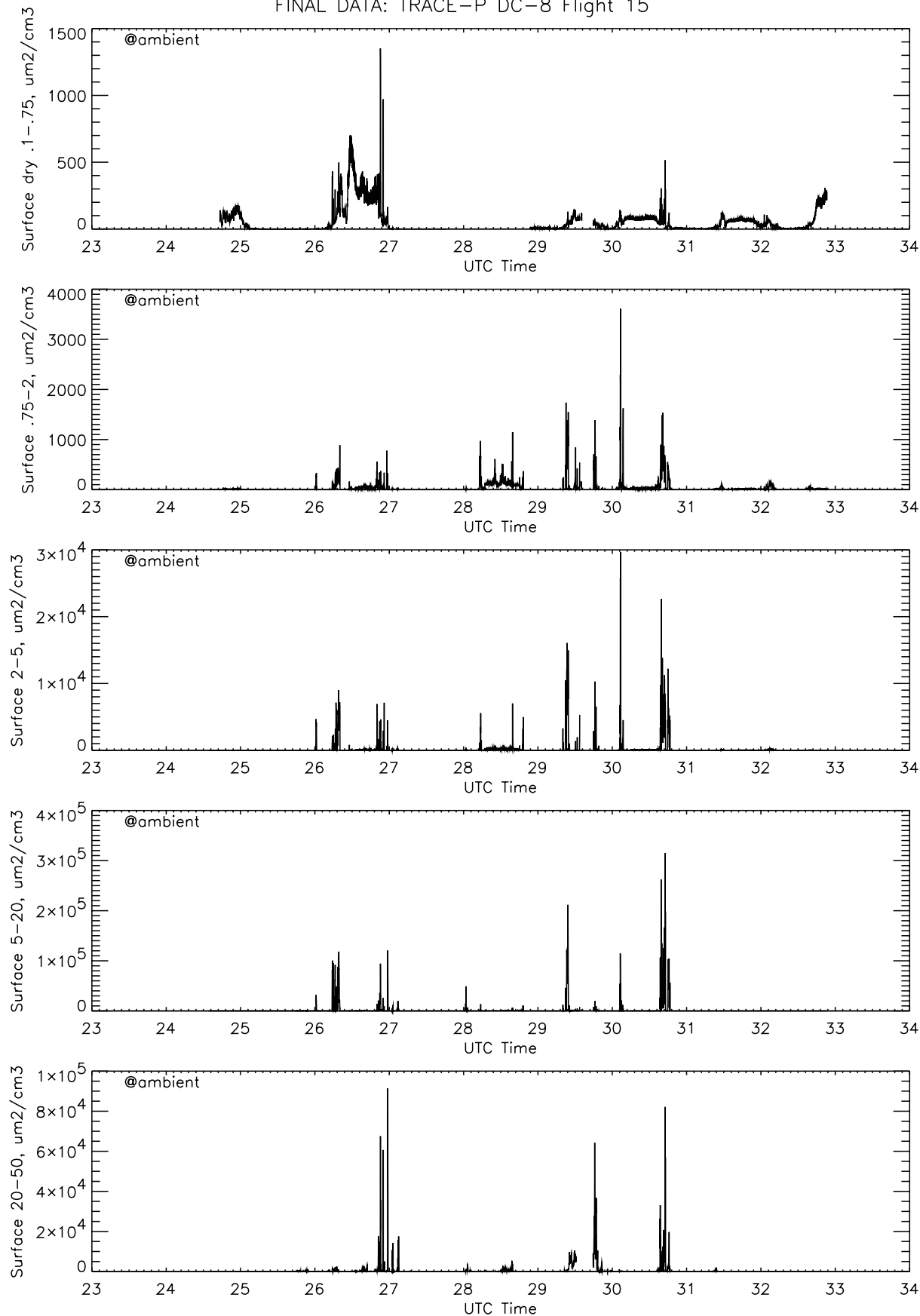
FINAL DATA: TRACE-P DC-8 Flight 15



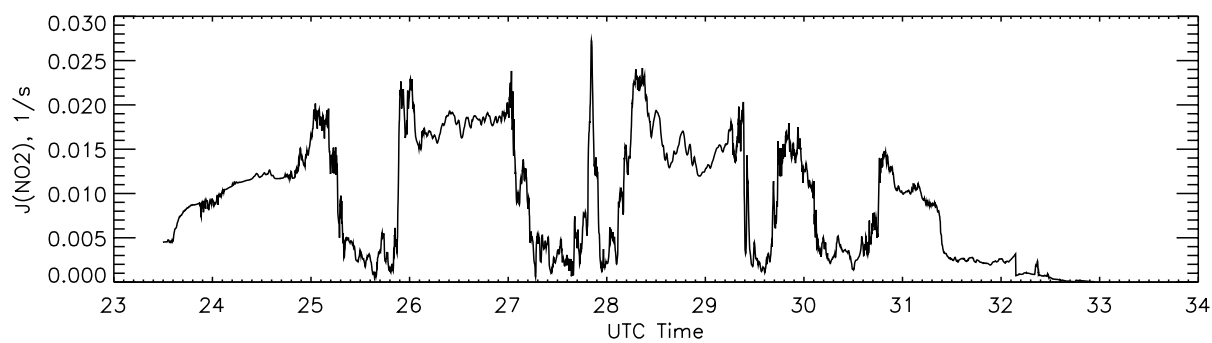
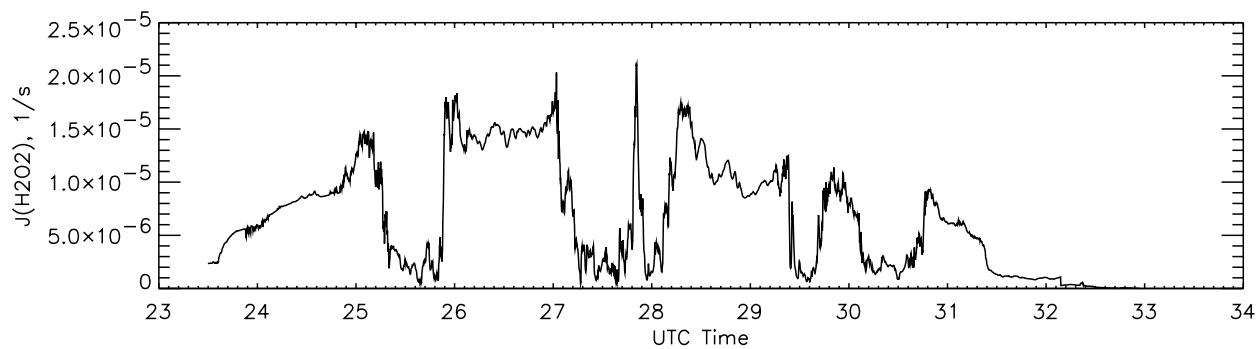
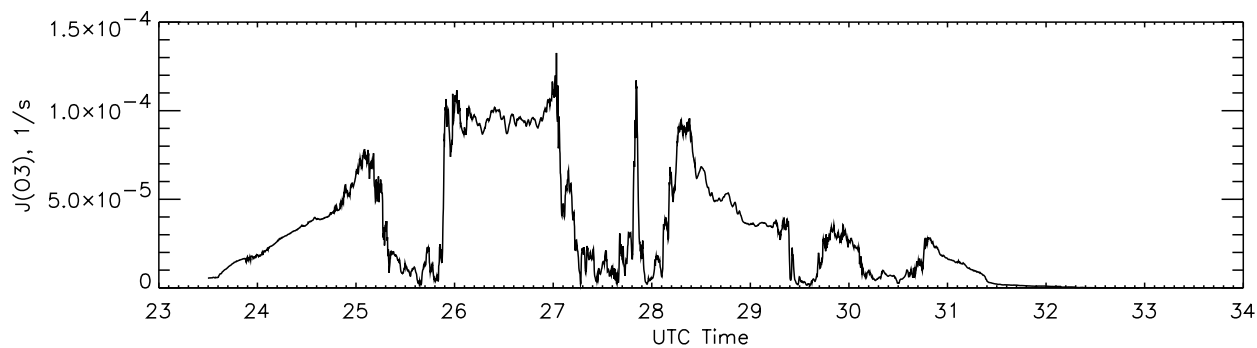
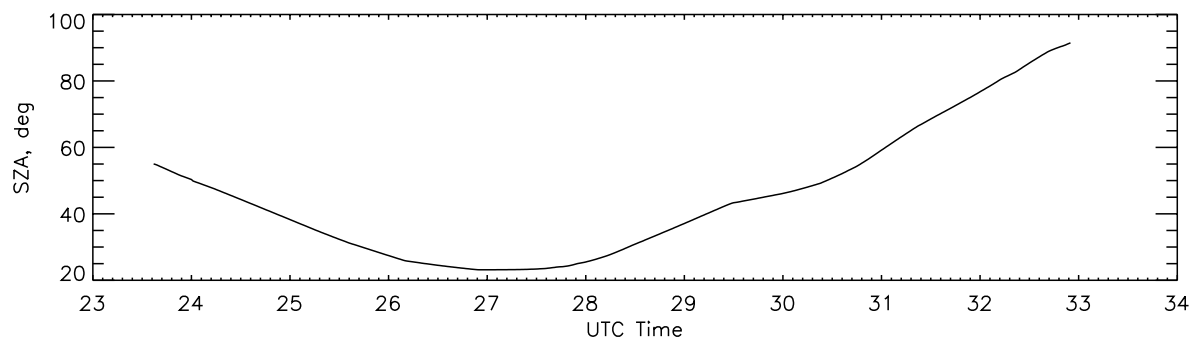
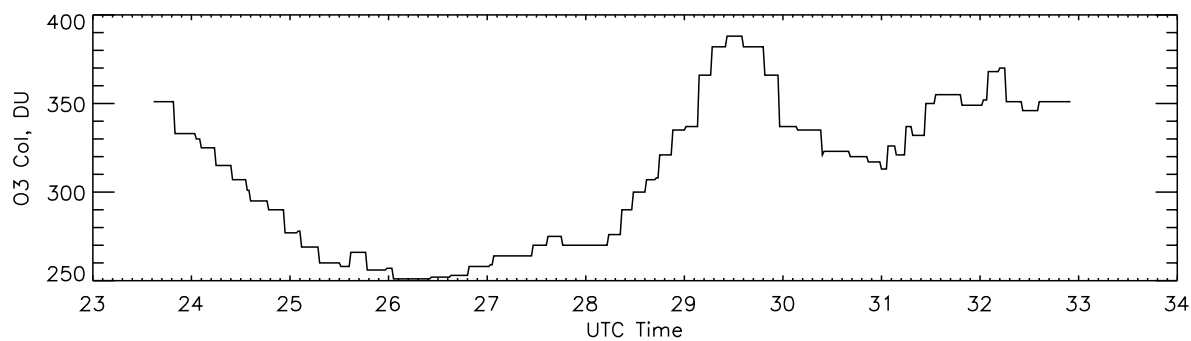
FINAL DATA: TRACE-P DC-8 Flight 15



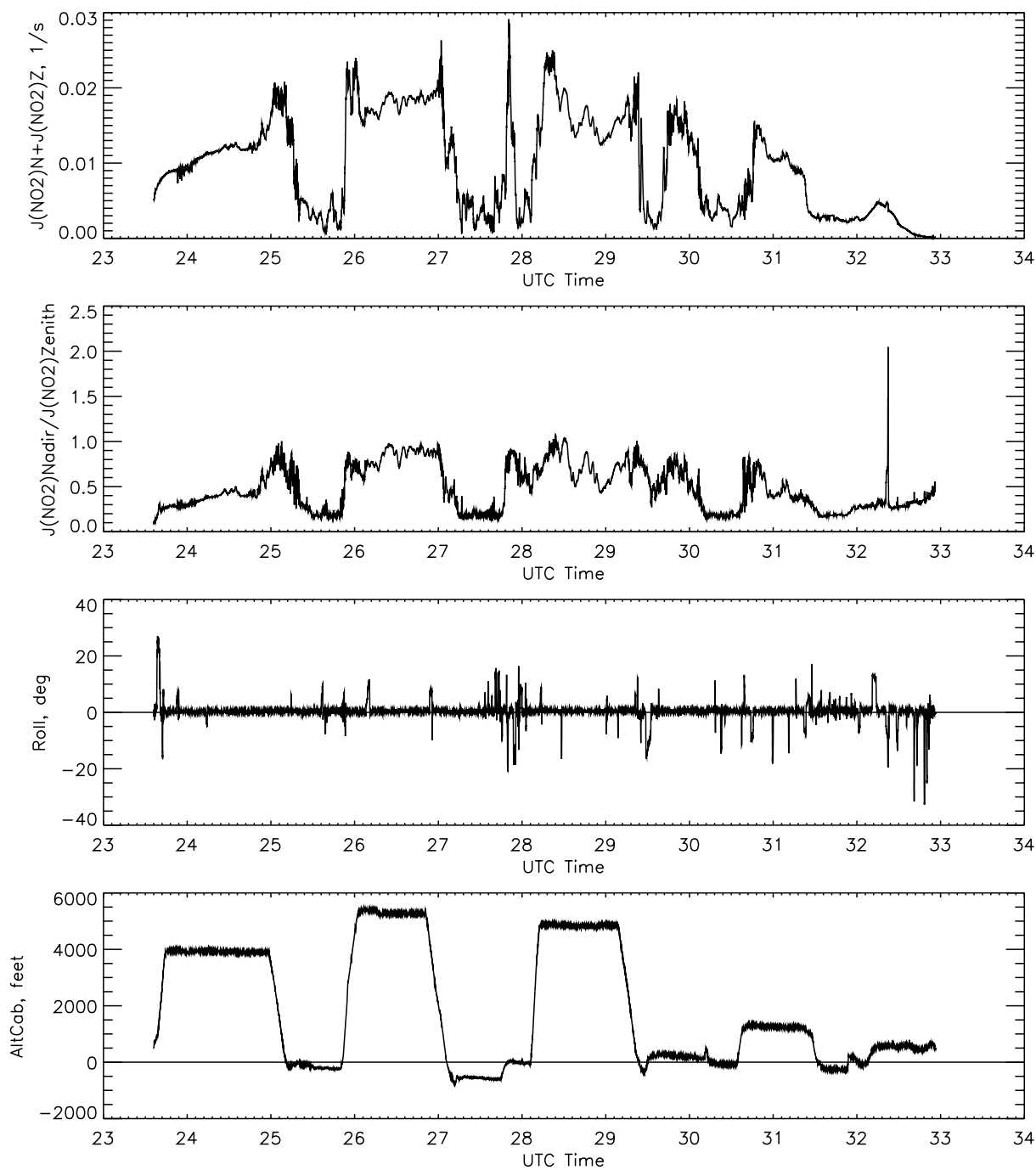
FINAL DATA: TRACE-P DC-8 Flight 15



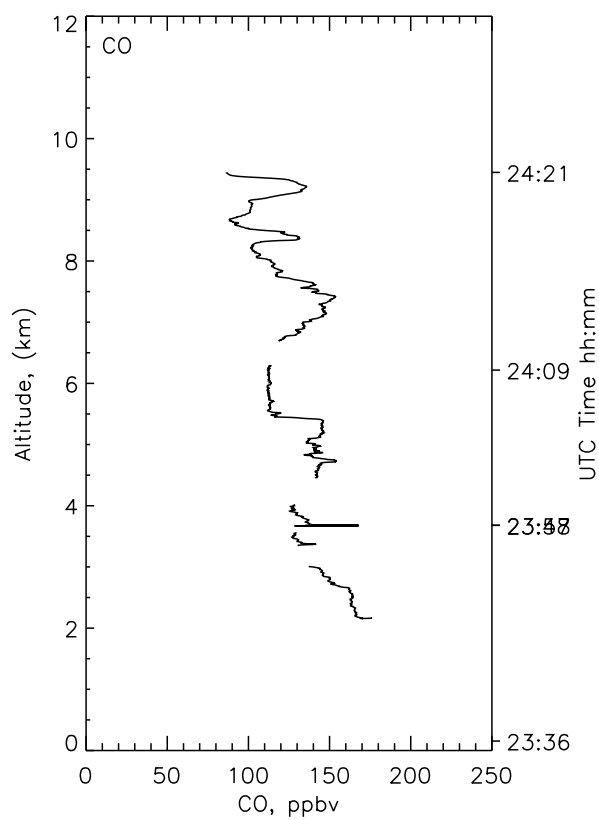
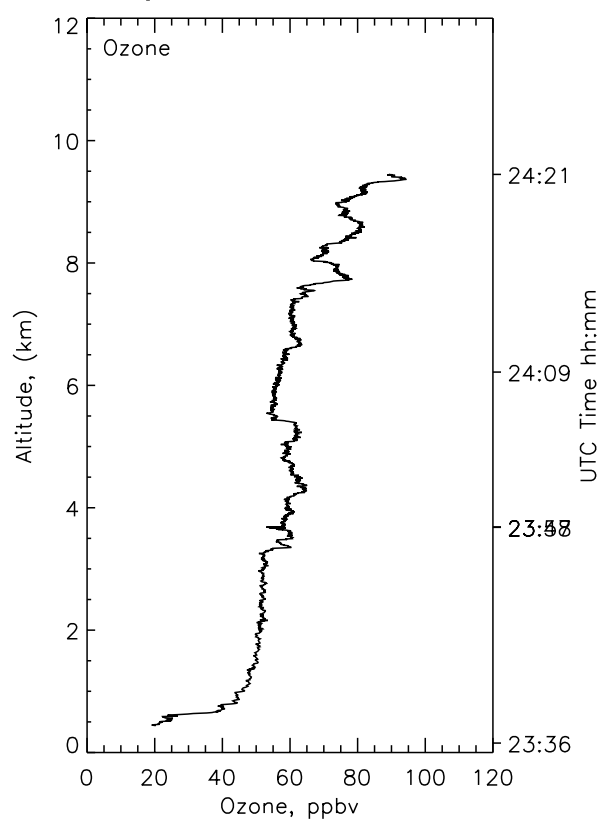
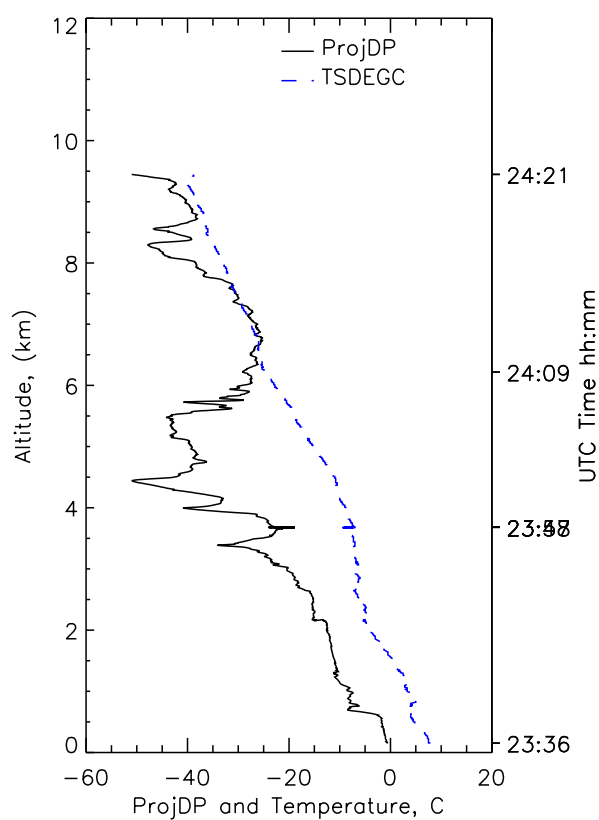
FINAL DATA: TRACE-P DC-8 Flight 15



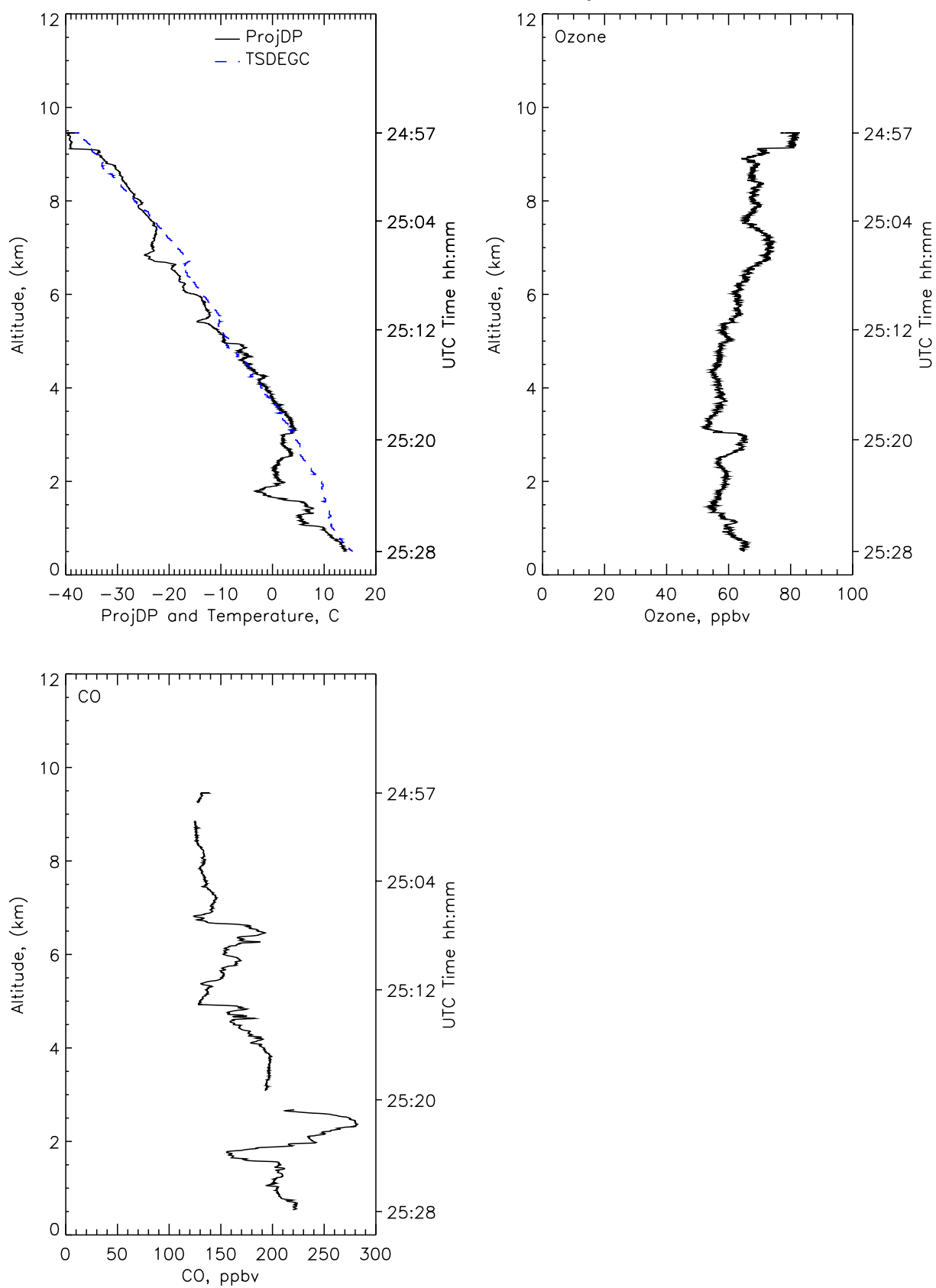
FINAL DATA: TRACE-P DC-8 Flight 15



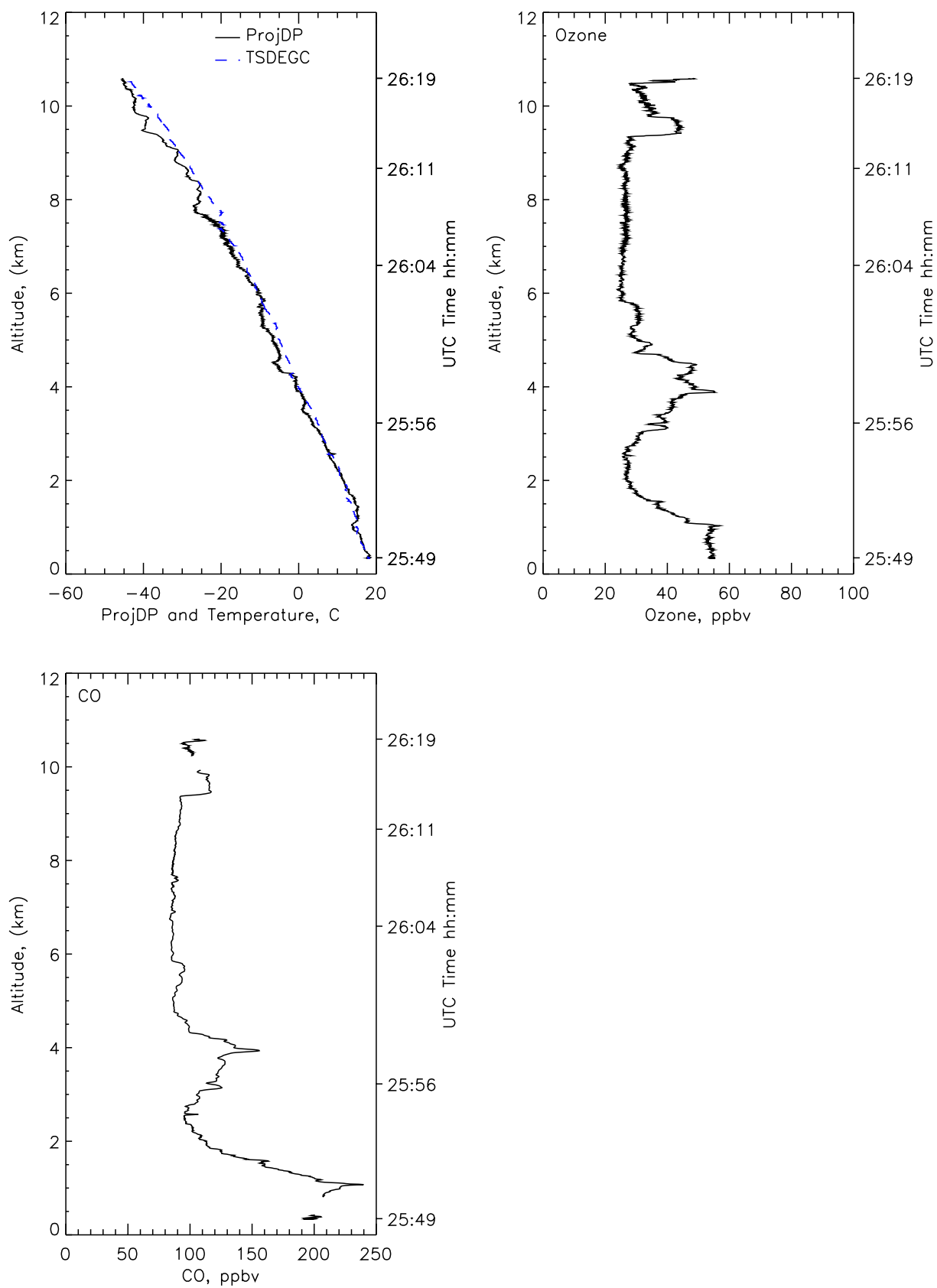
Profile # 1 TRACE-P DC-8 Flight 15



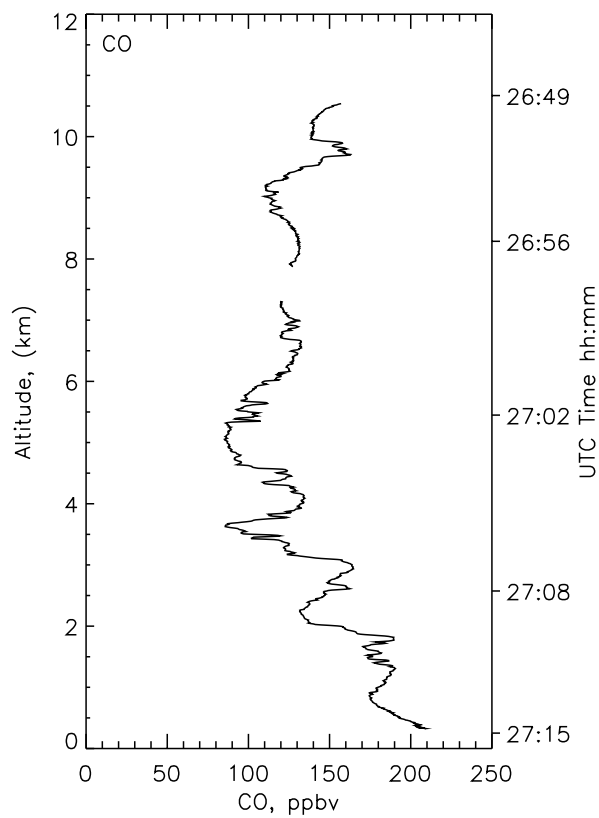
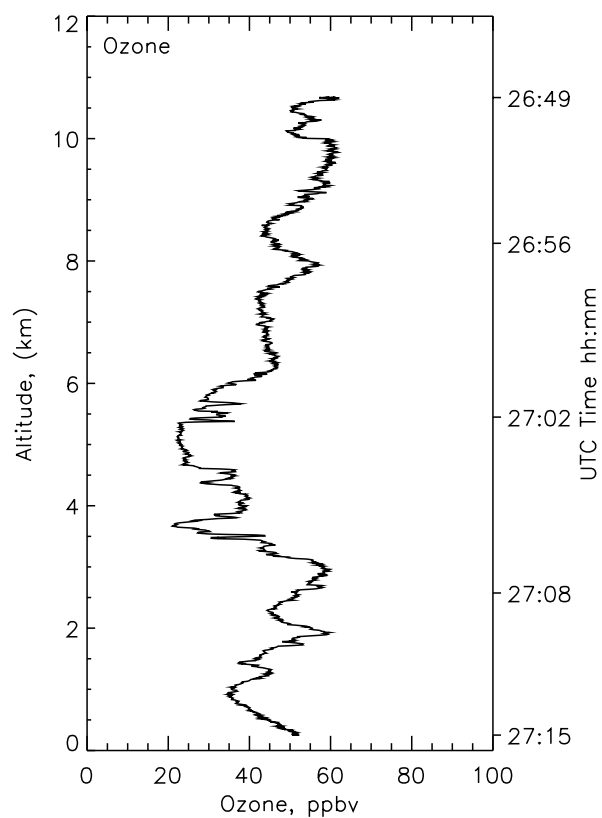
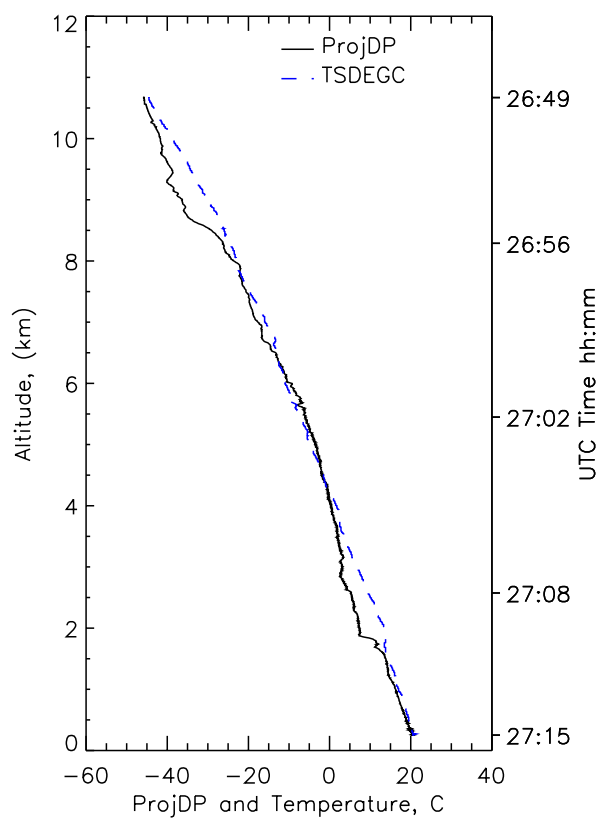
Profile # 2 TRACE-P DC-8 Flight 15



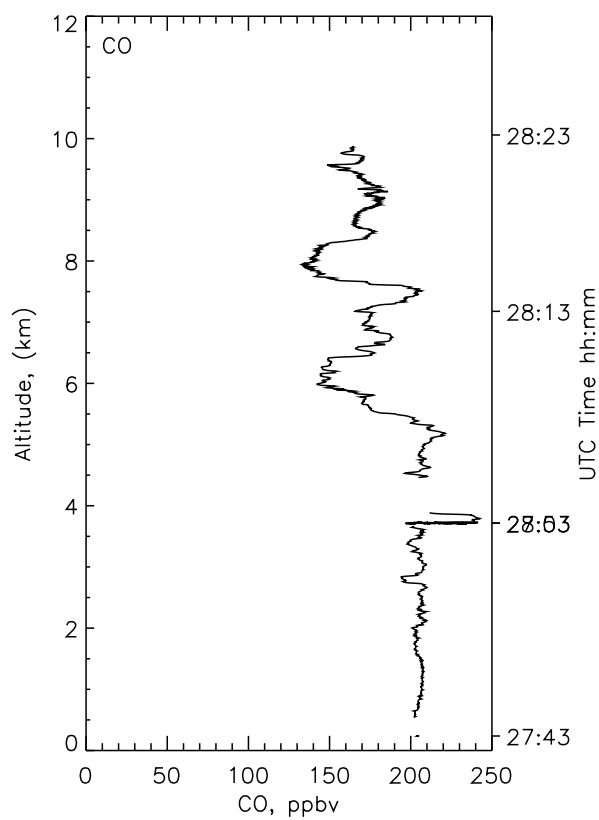
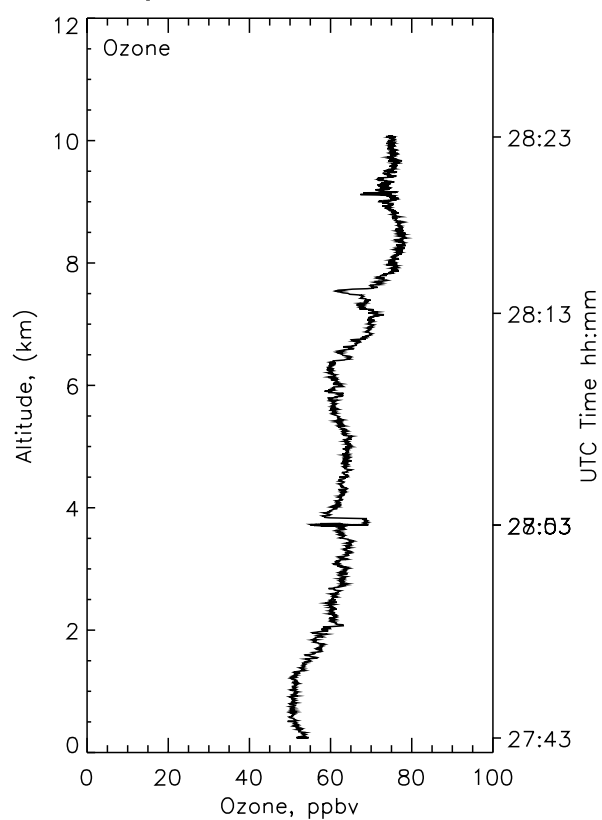
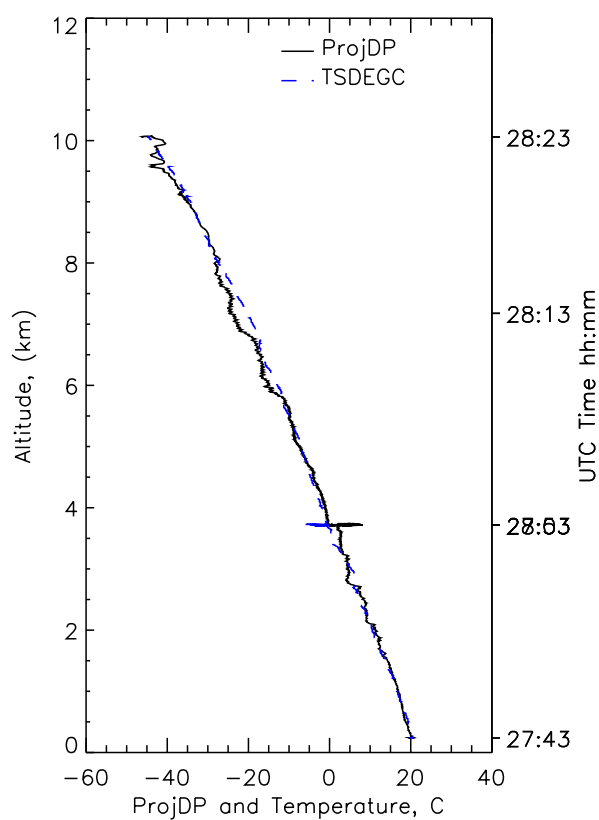
Profile # 3 TRACE-P DC-8 Flight 15



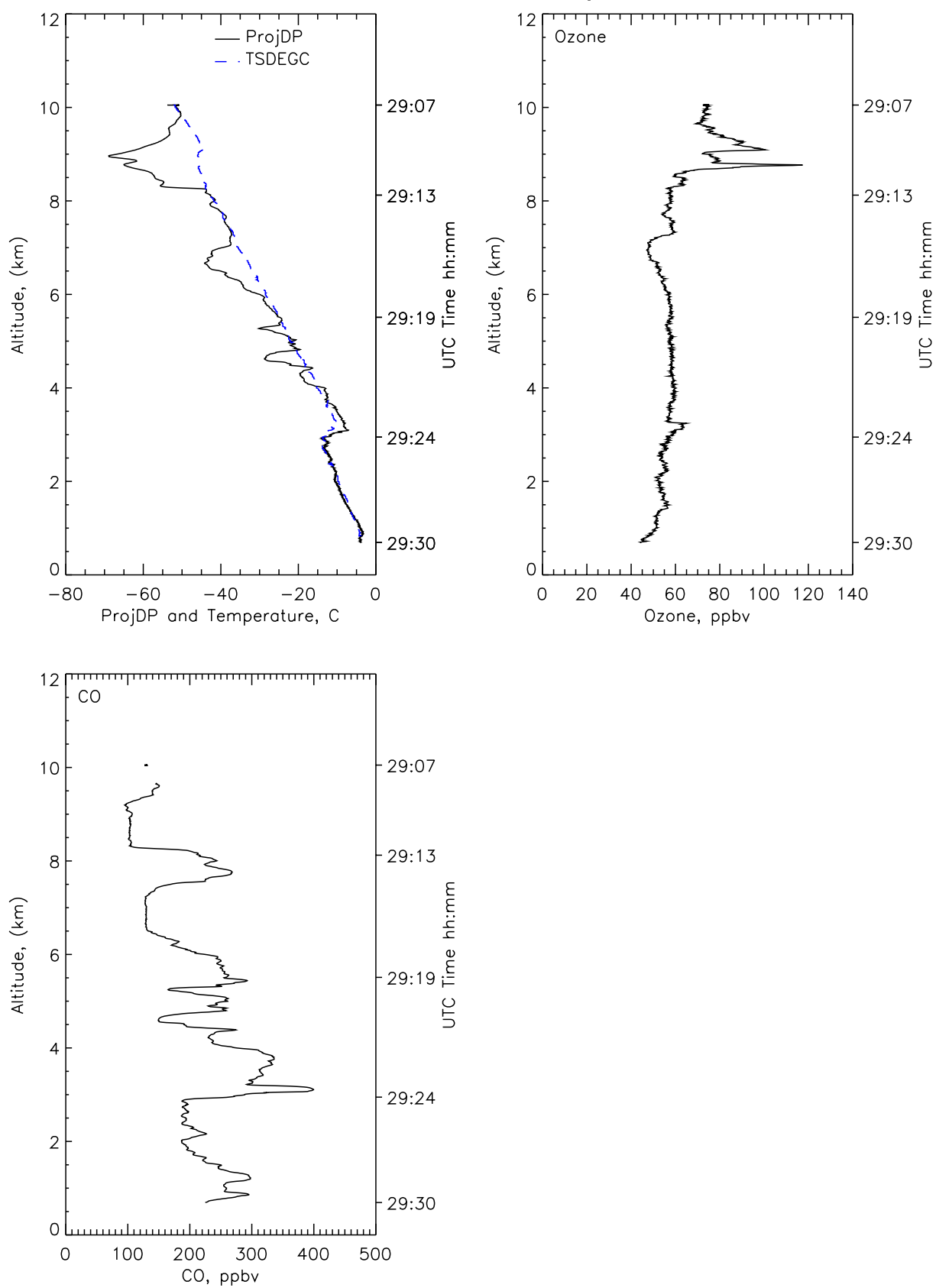
Profile # 4 TRACE-P DC-8 Flight 15



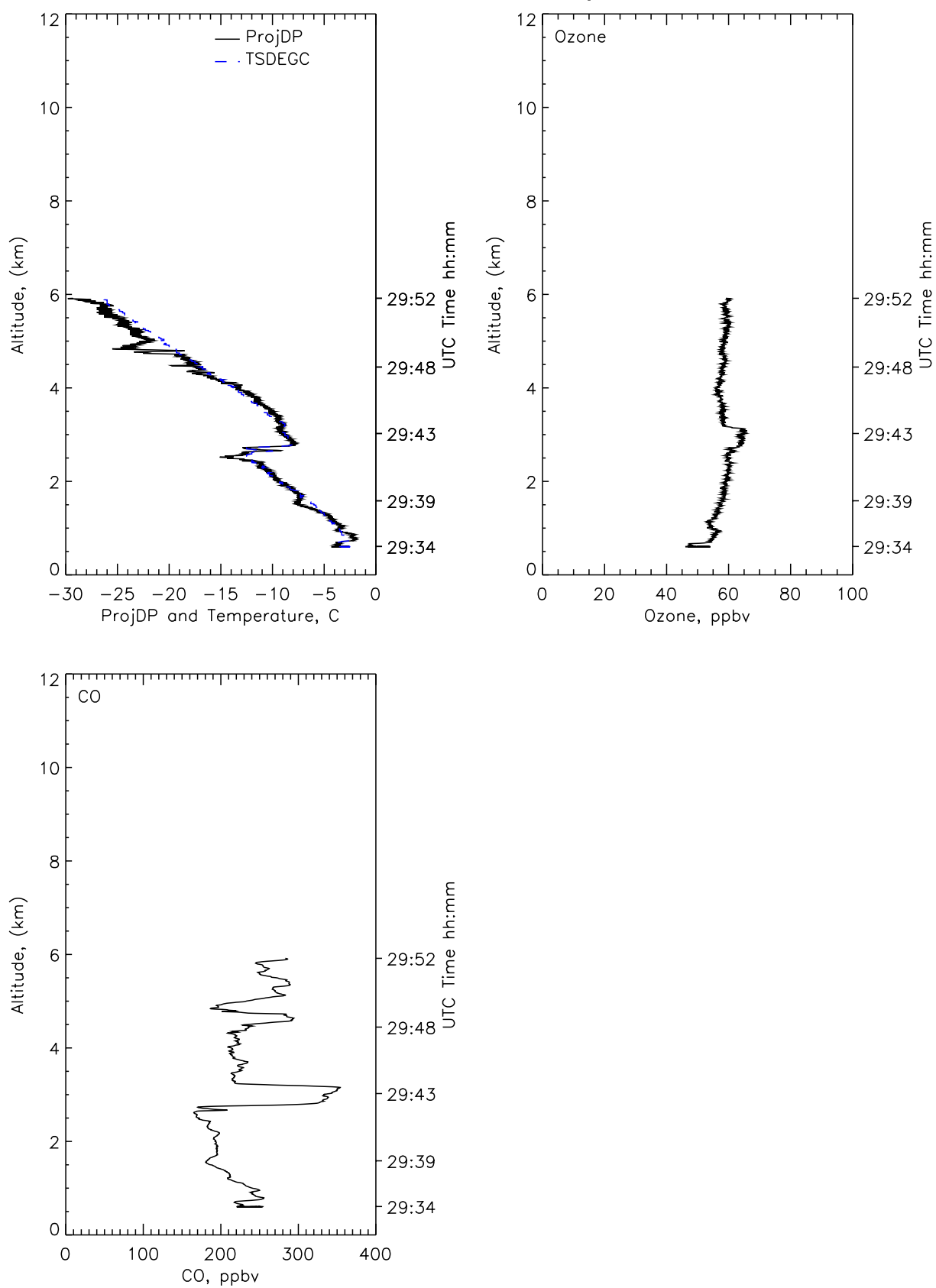
Profile # 5 TRACE-P DC-8 Flight 15



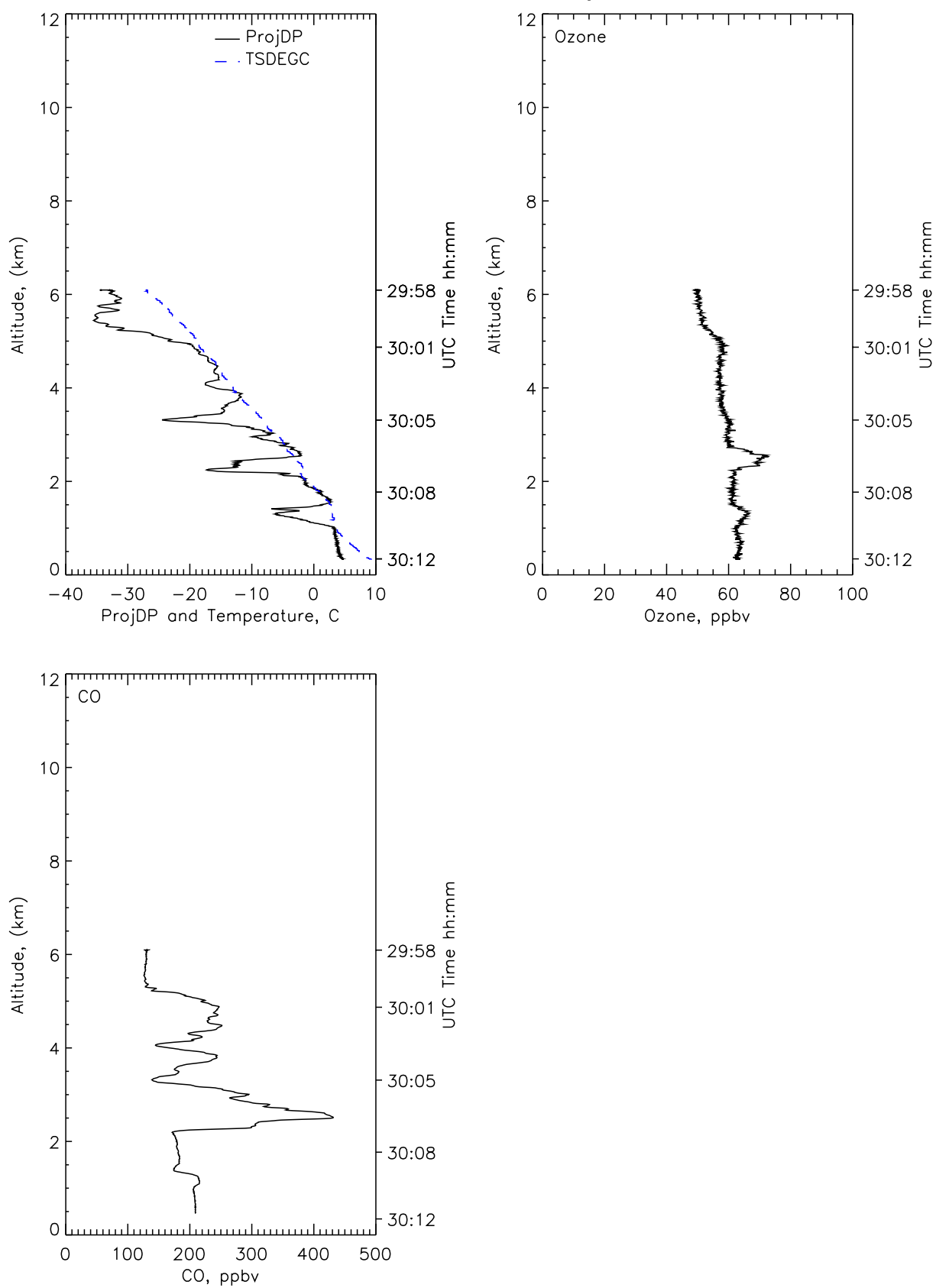
Profile # 6 TRACE-P DC-8 Flight 15



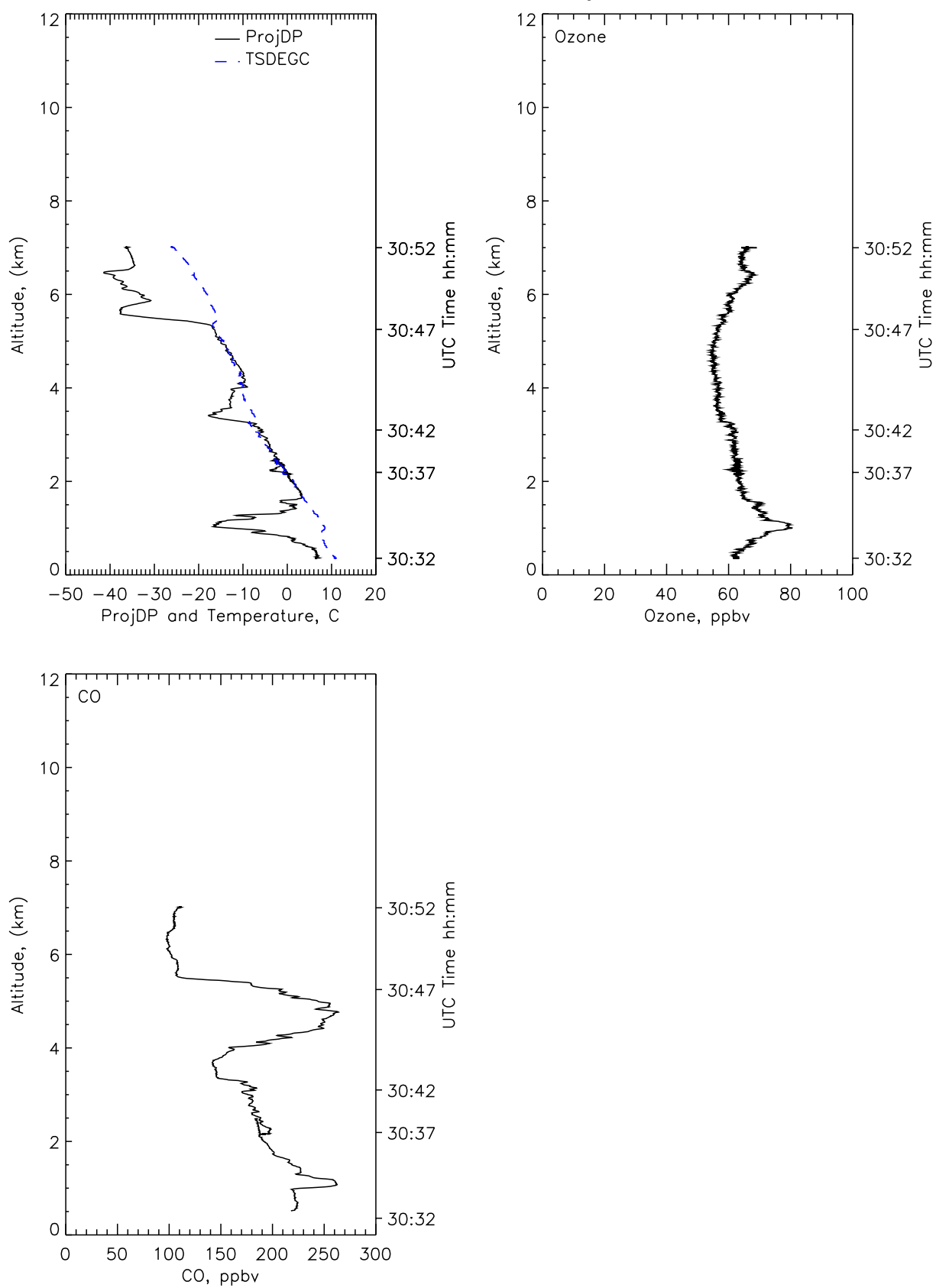
Profile # 7 TRACE-P DC-8 Flight 15



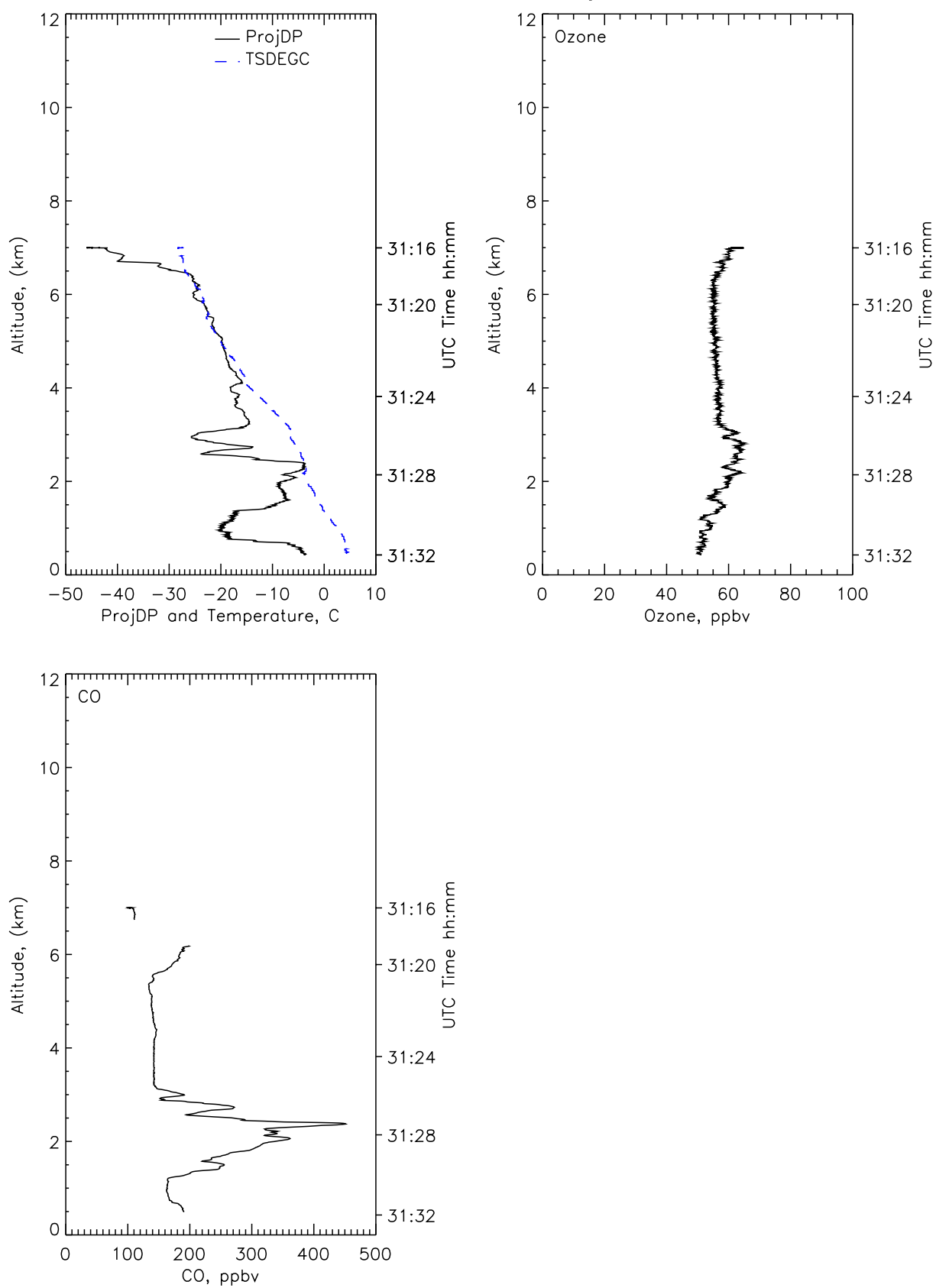
Profile # 8 TRACE-P DC-8 Flight 15



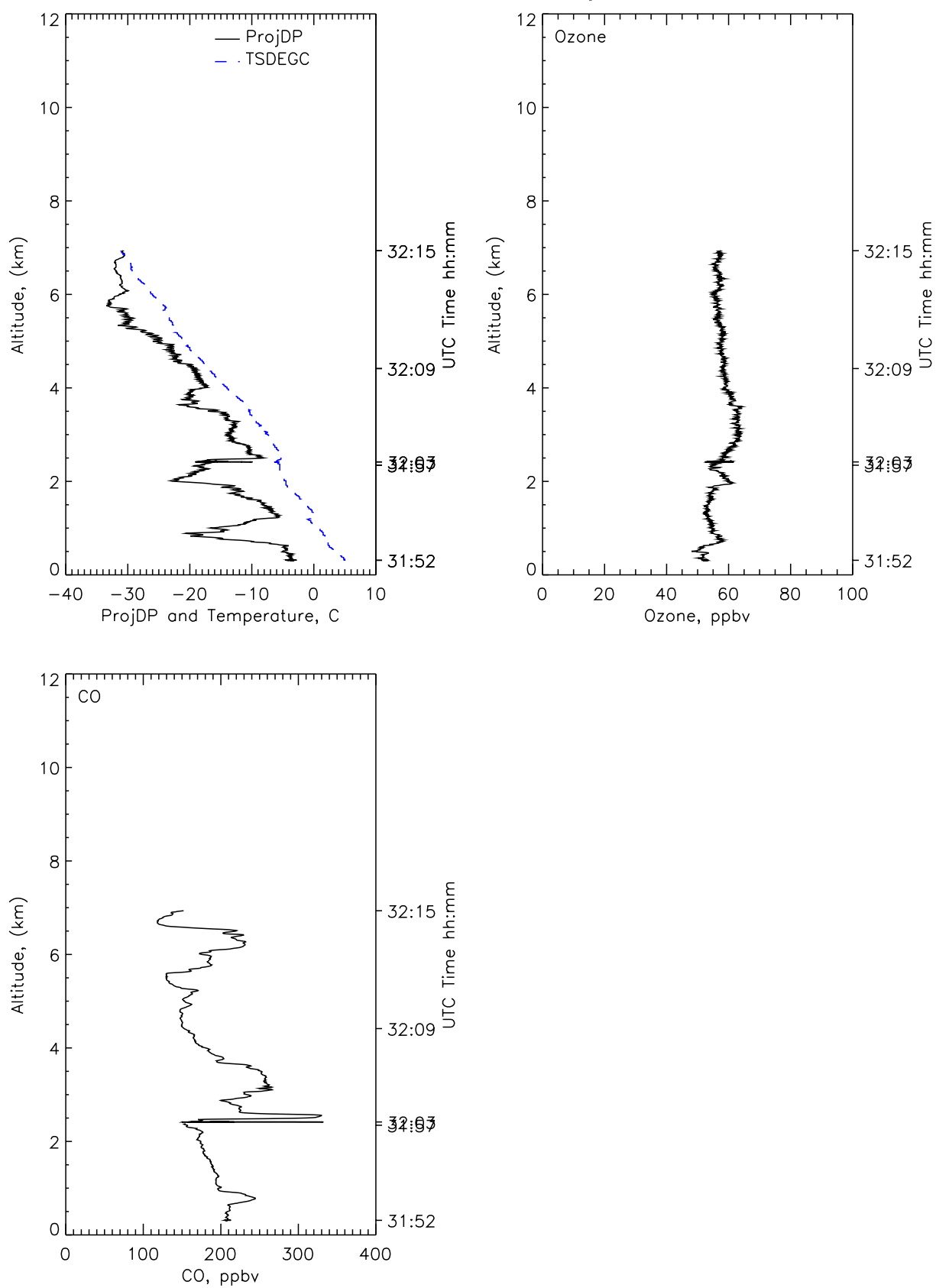
Profile # 9 TRACE-P DC-8 Flight 15



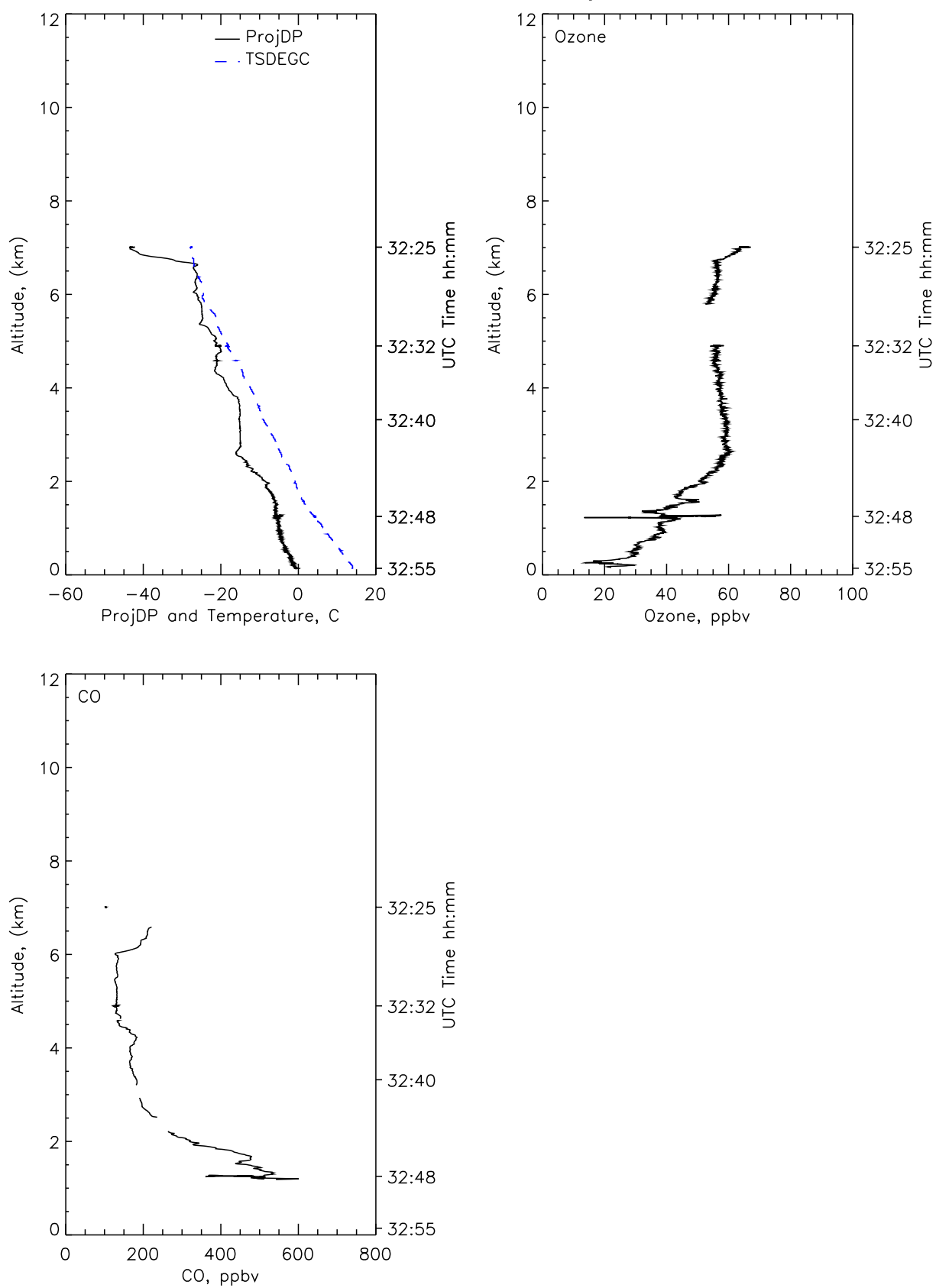
Profile #10 TRACE-P DC-8 Flight 15



Profile #11 TRACE-P DC-8 Flight 15



Profile #12 TRACE-P DC-8 Flight 15



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

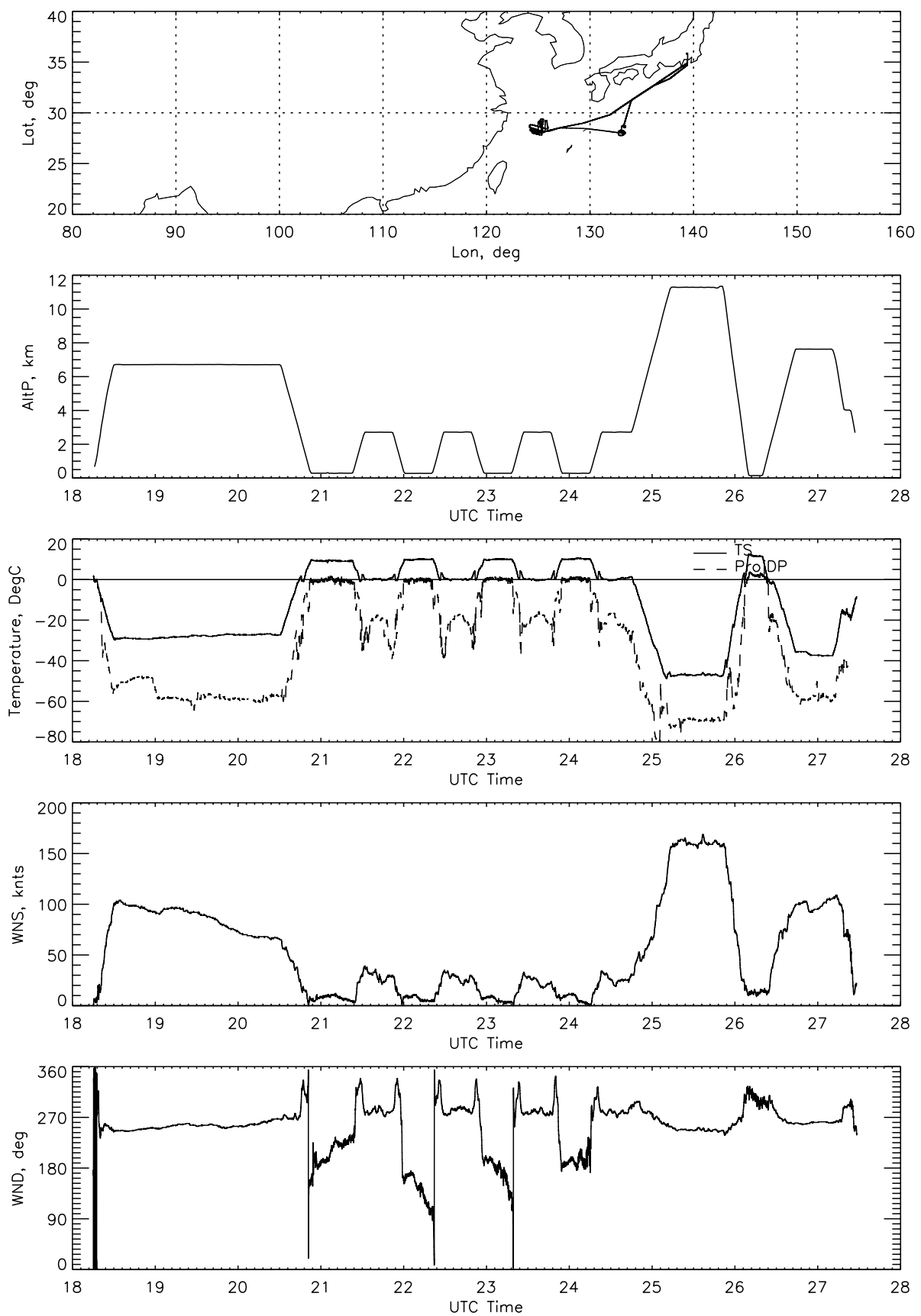
Flight 16D

Local: Yokota No. 4

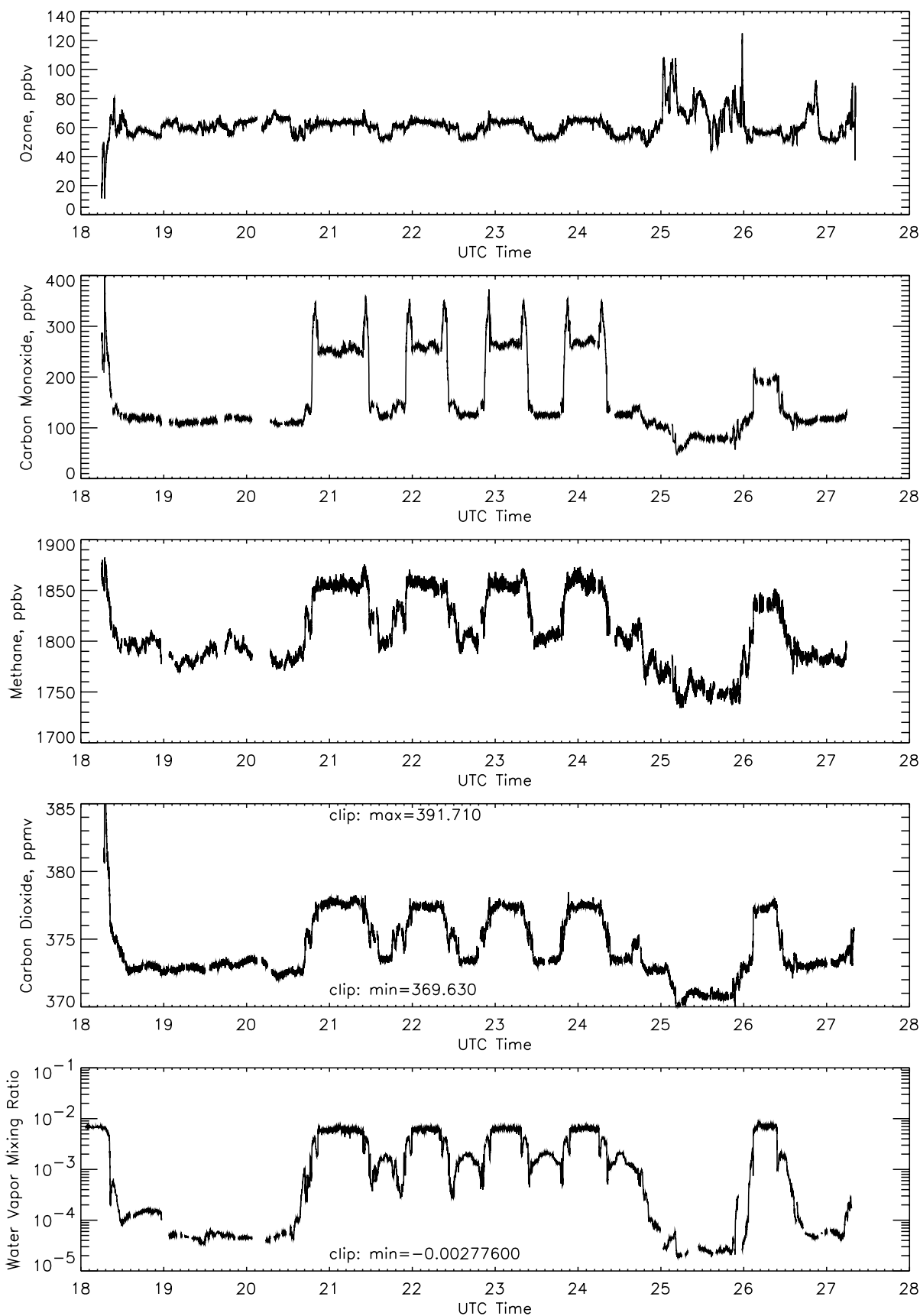
Sunrise Photochemistry of Asian Outflow

March 29, 2001

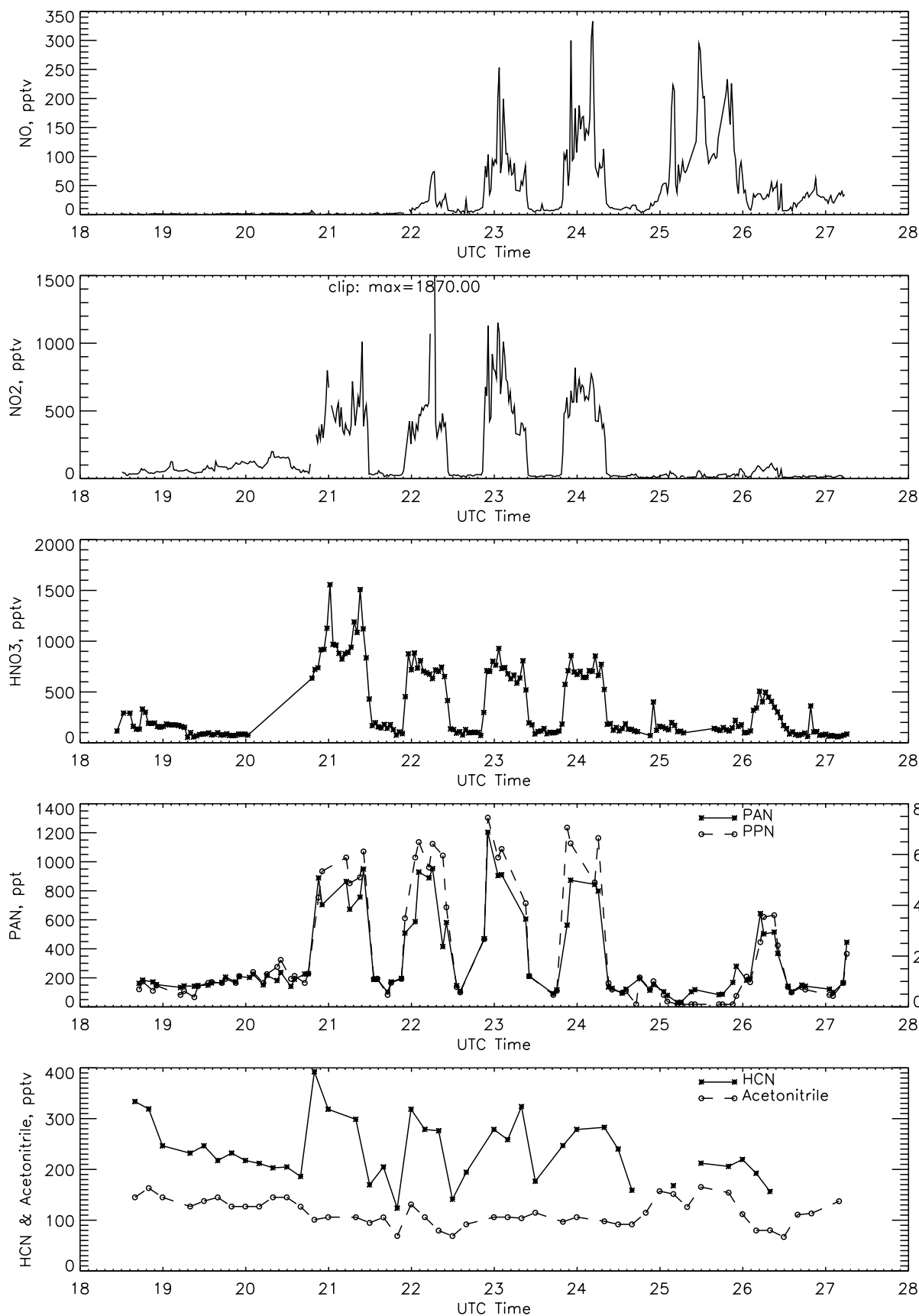
FINAL DATA: TRACE-P DC-8 Flight 16



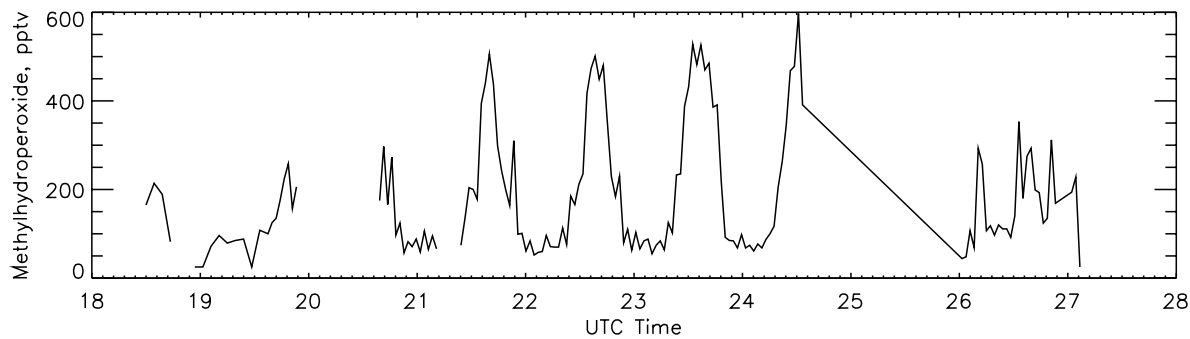
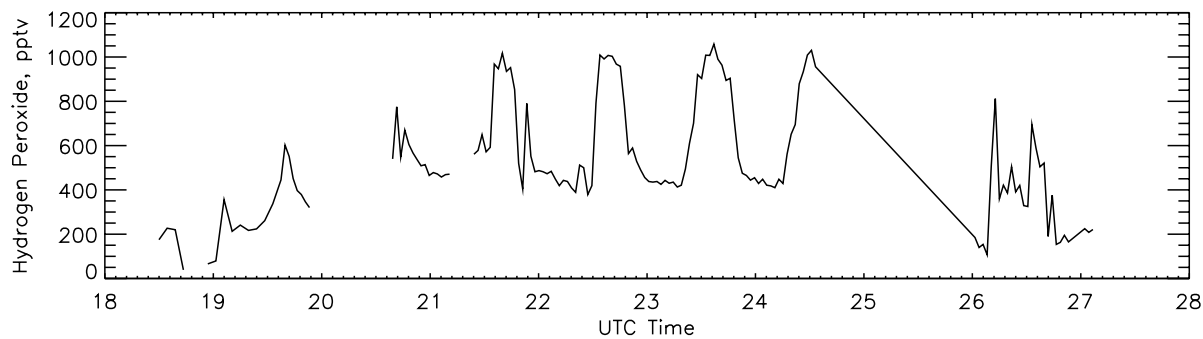
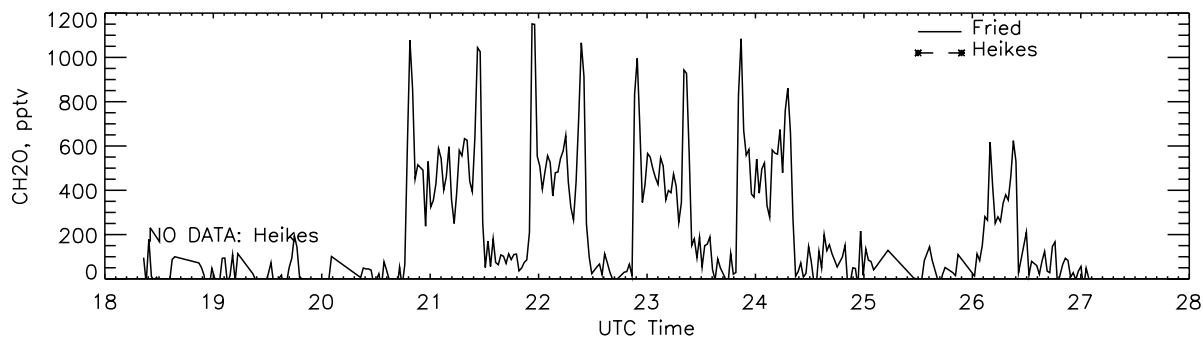
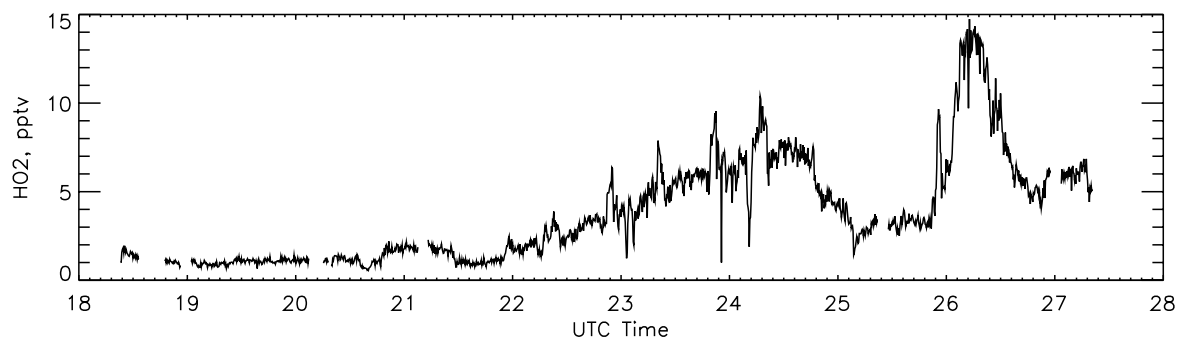
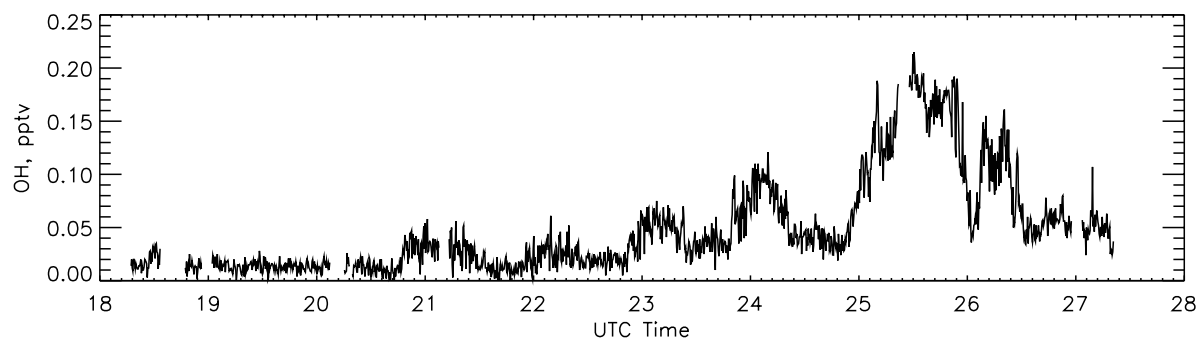
FINAL DATA: TRACE-P DC-8 Flight 16



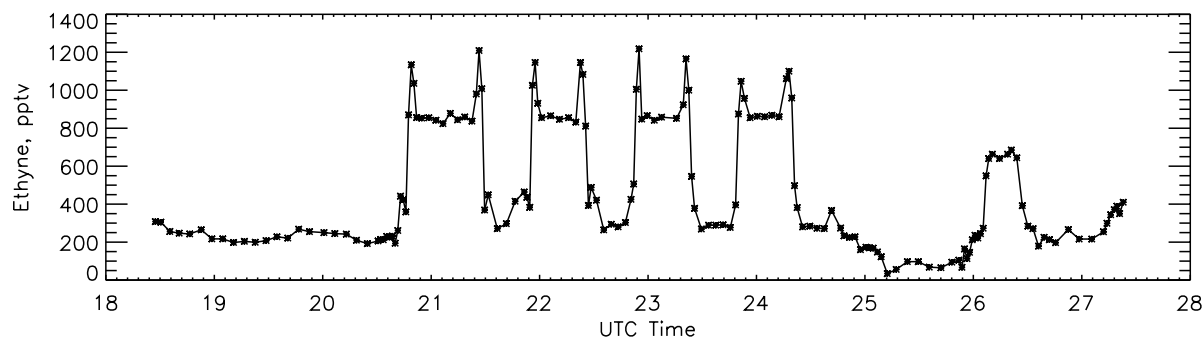
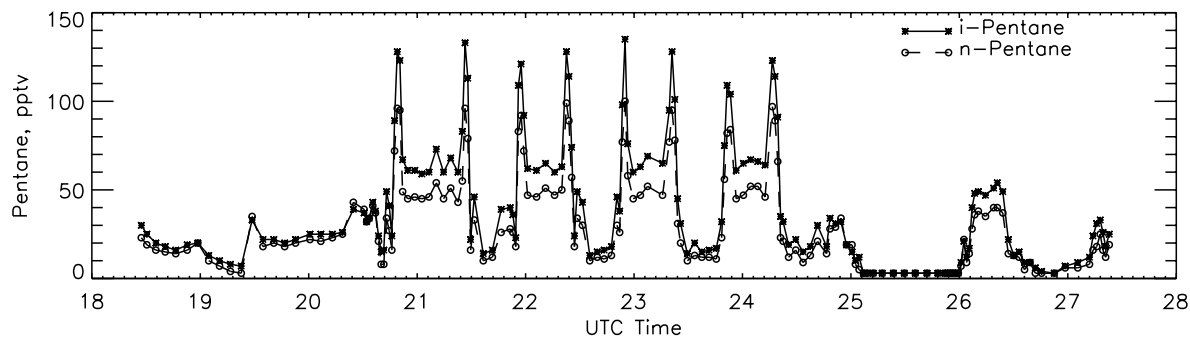
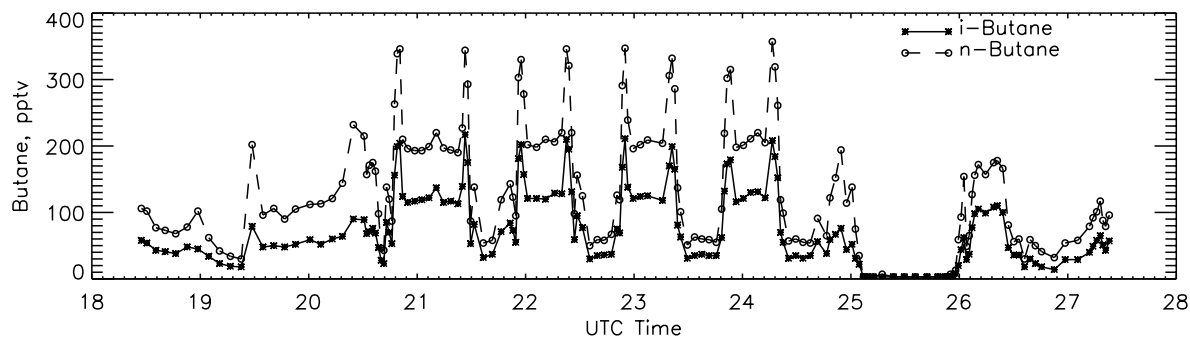
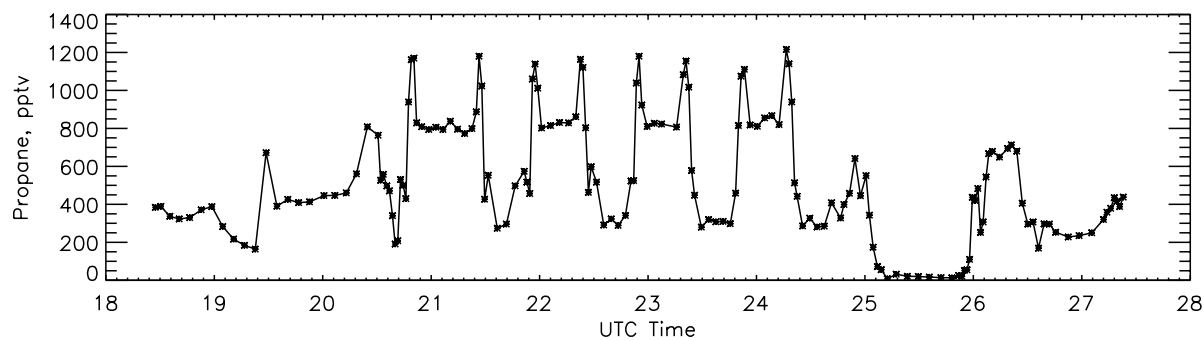
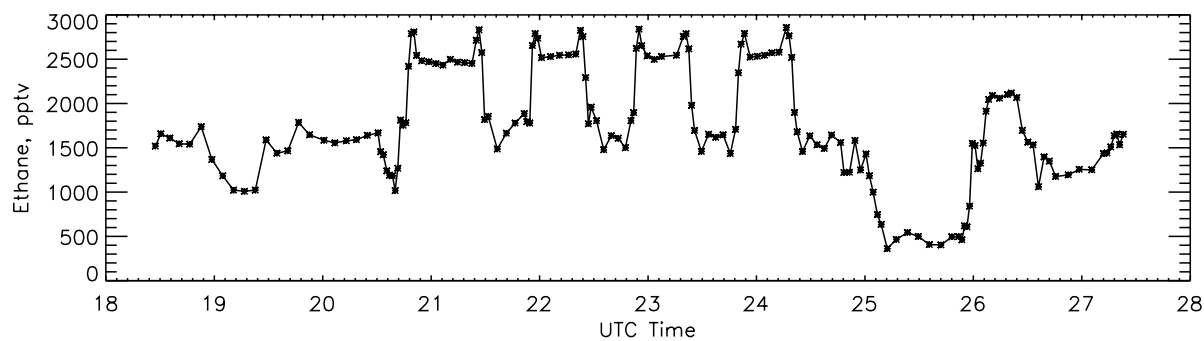
FINAL DATA: TRACE-P DC-8 Flight 16



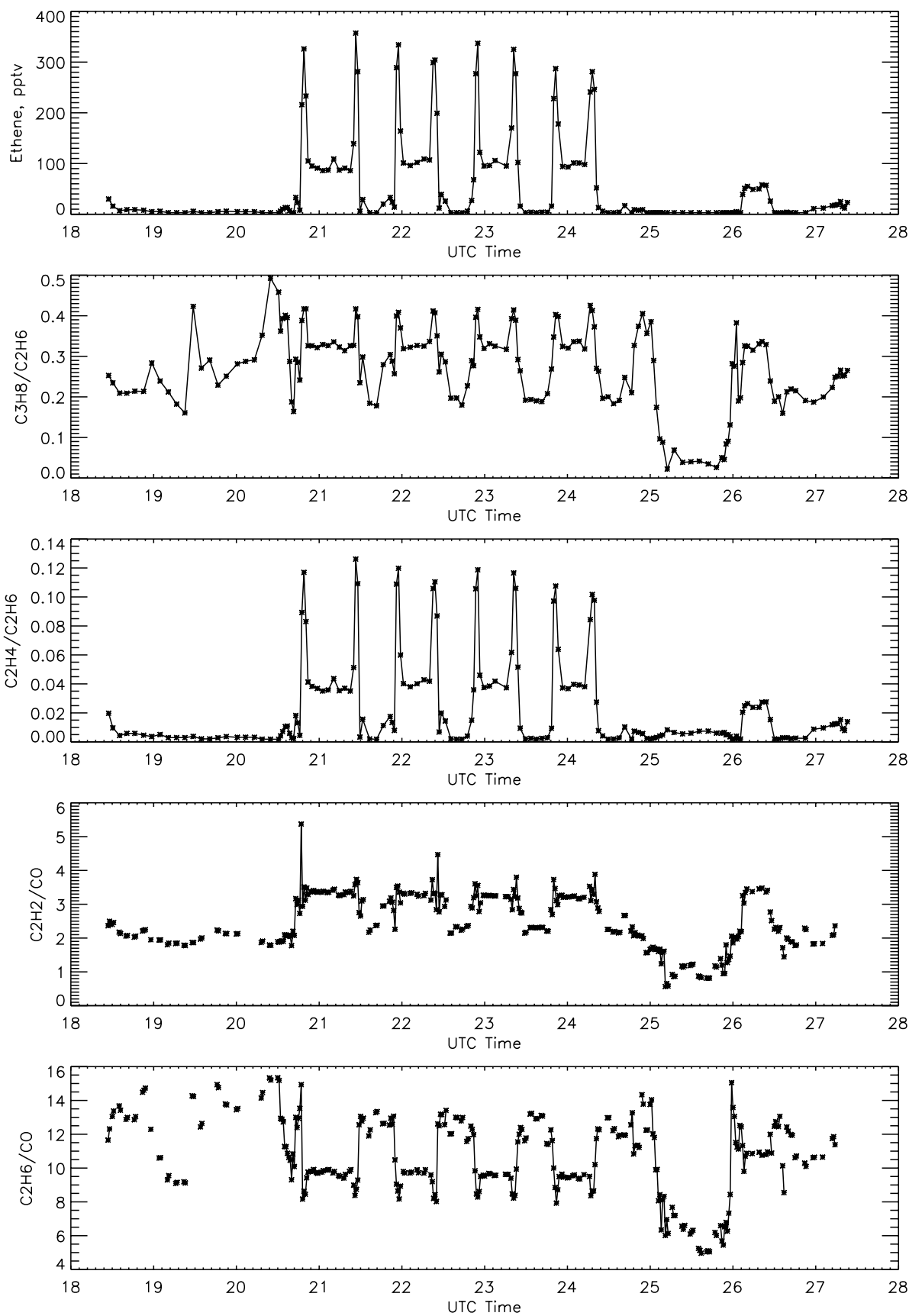
FINAL DATA: TRACE-P DC-8 Flight 16



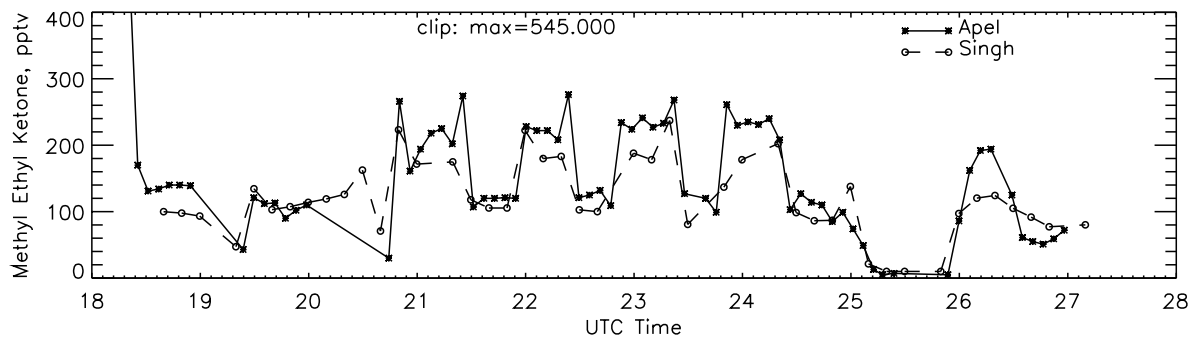
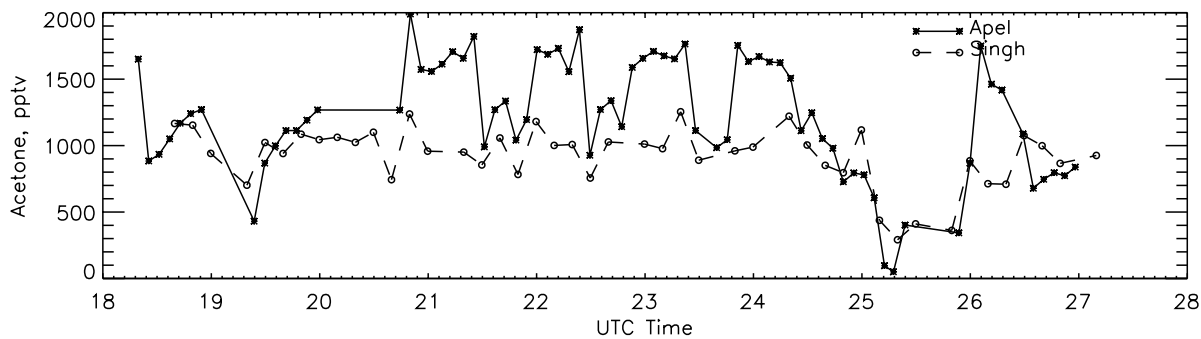
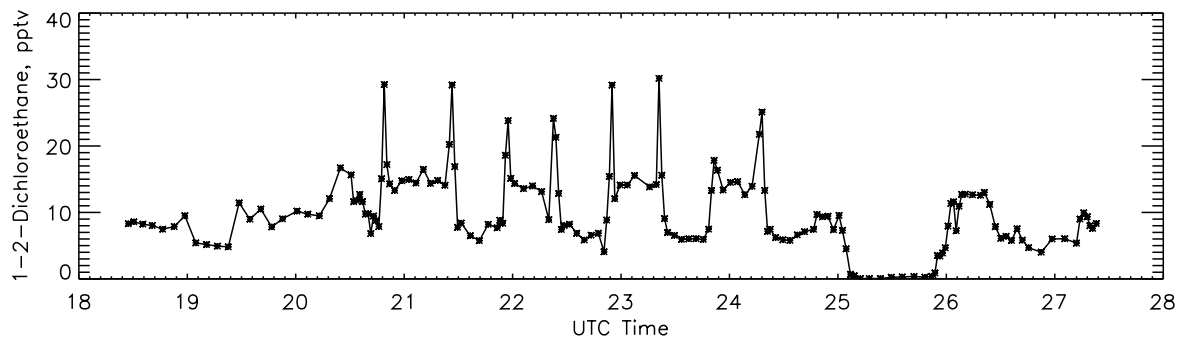
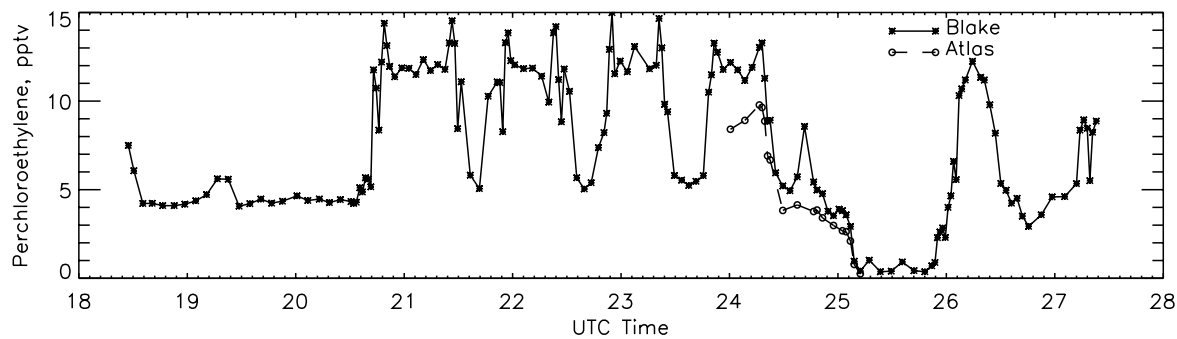
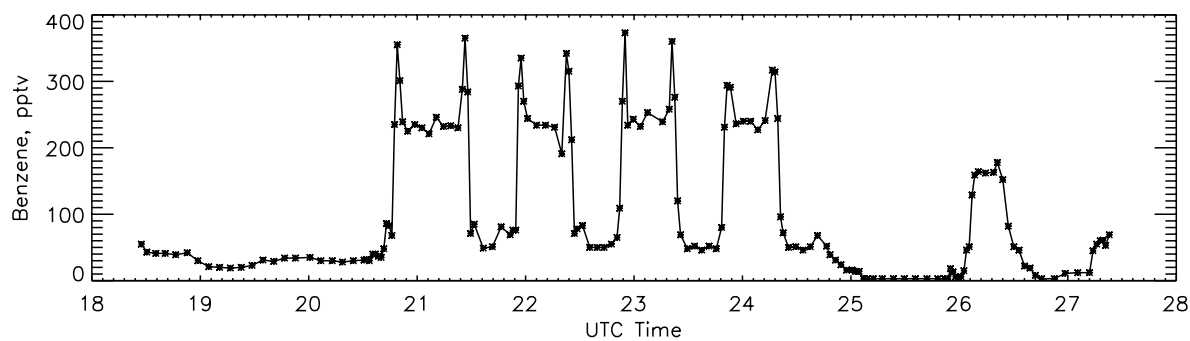
FINAL DATA: TRACE-P DC-8 Flight 16



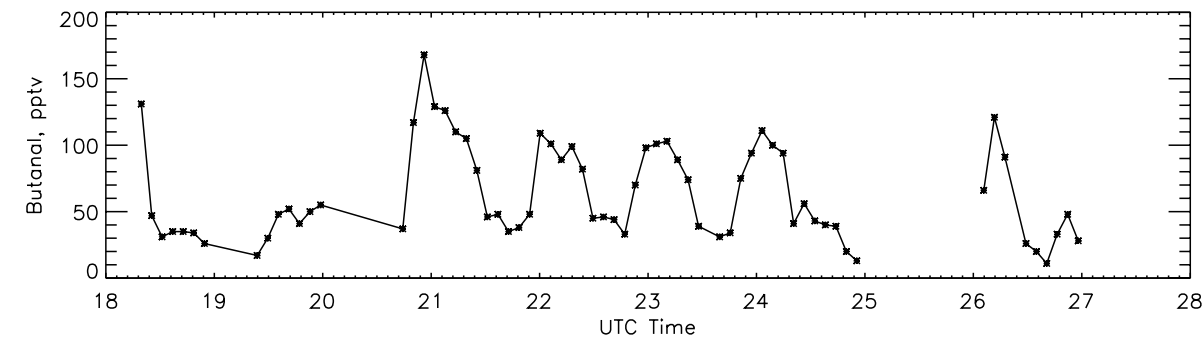
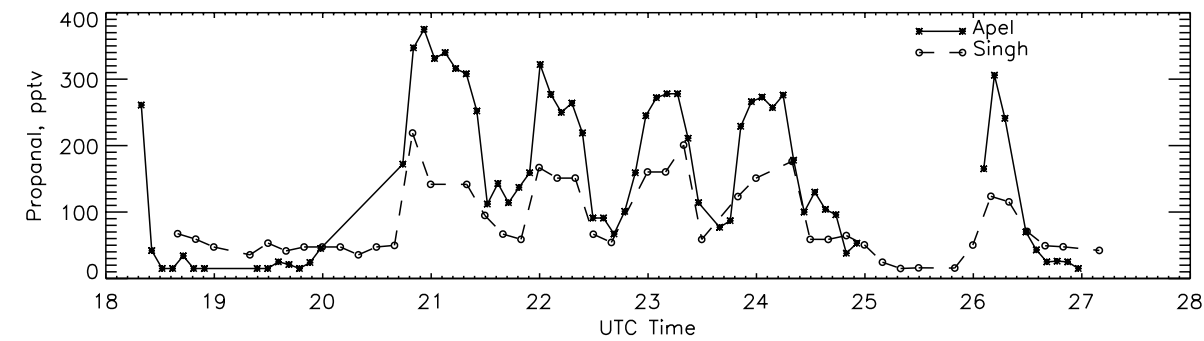
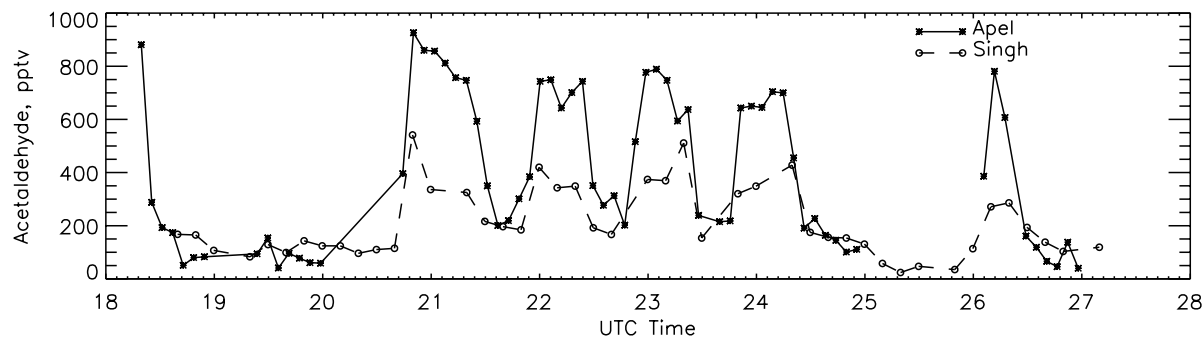
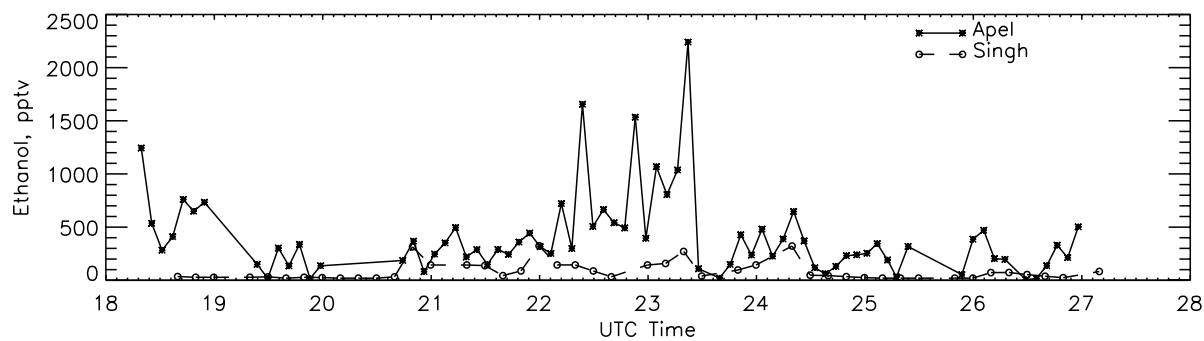
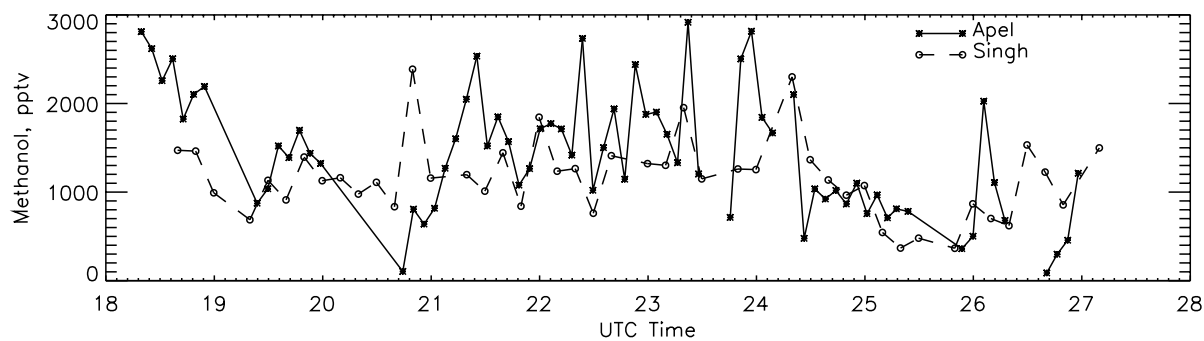
FINAL DATA: TRACE-P DC-8 Flight 16



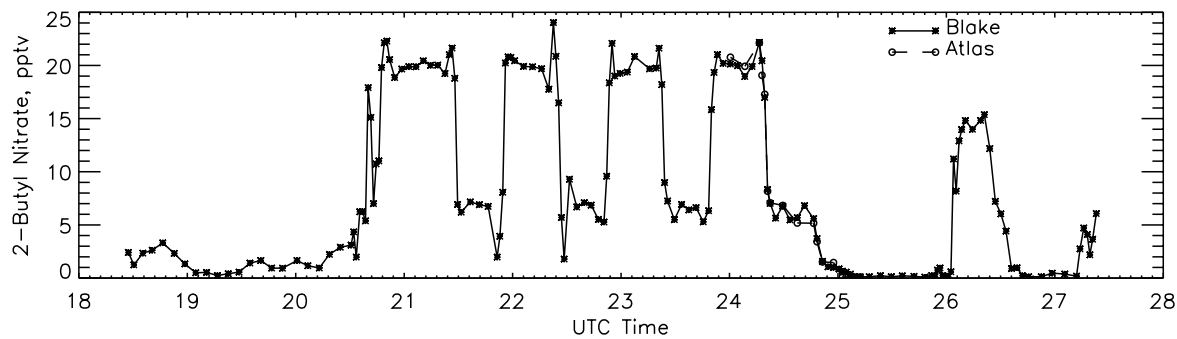
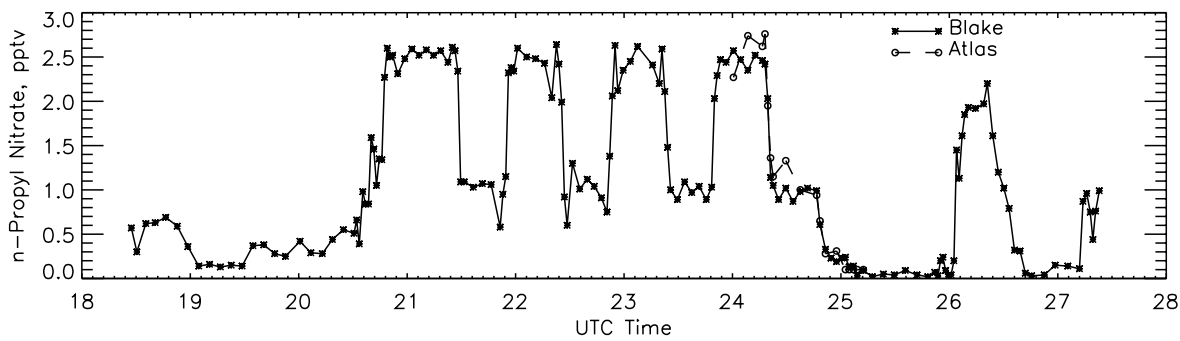
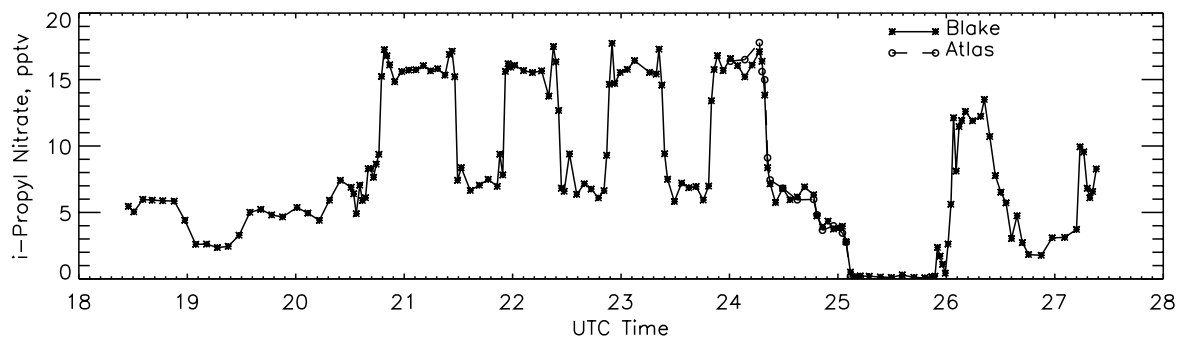
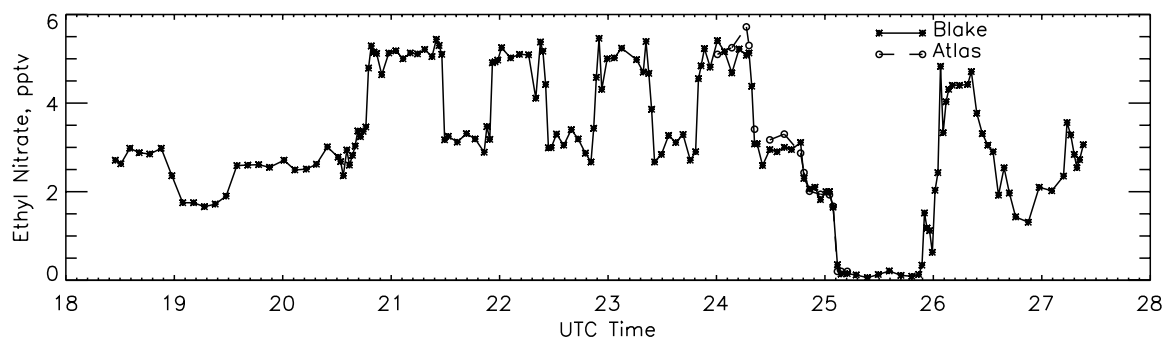
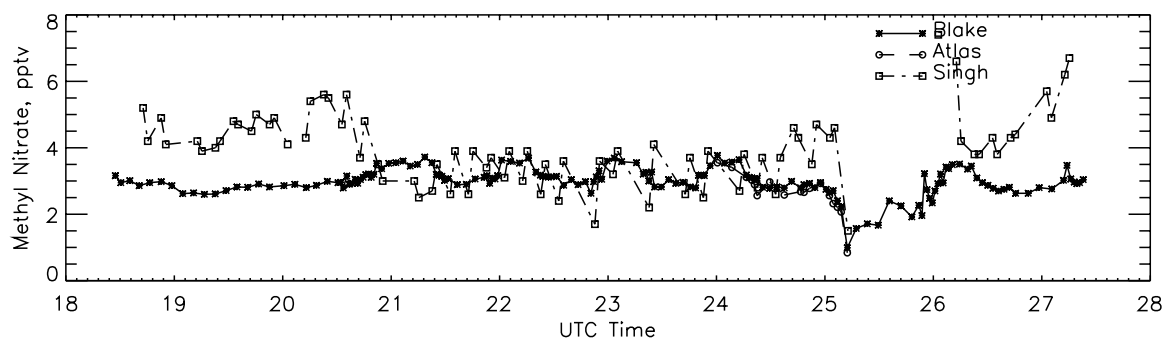
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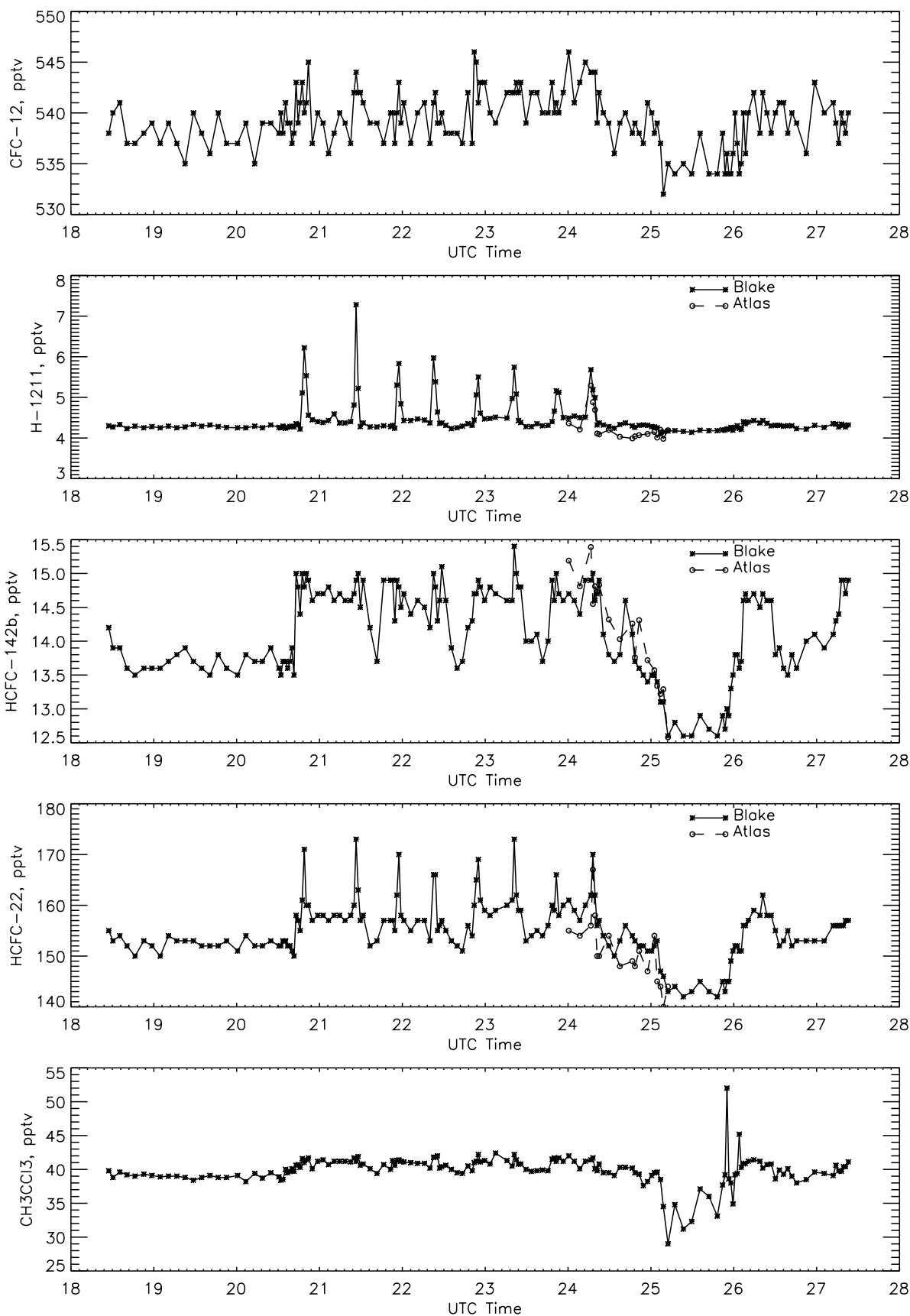
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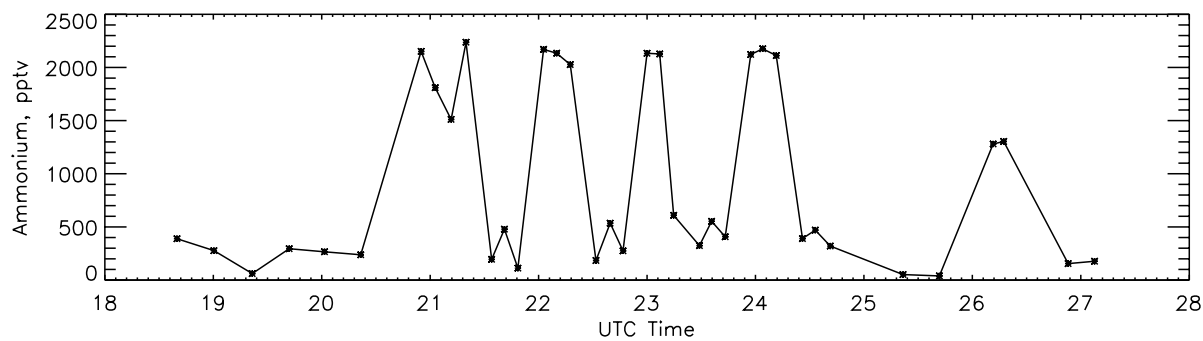
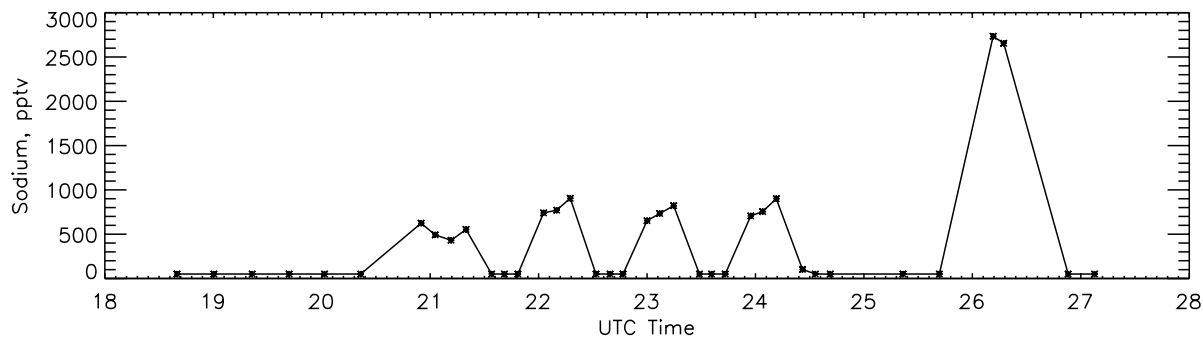
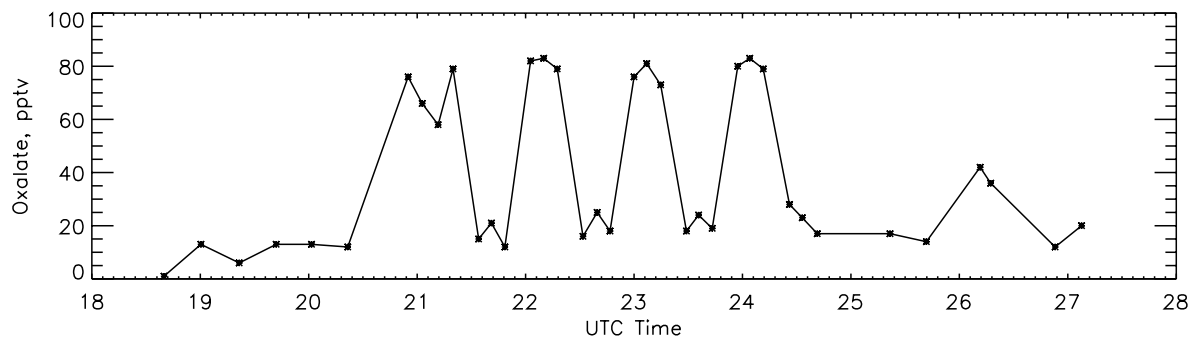
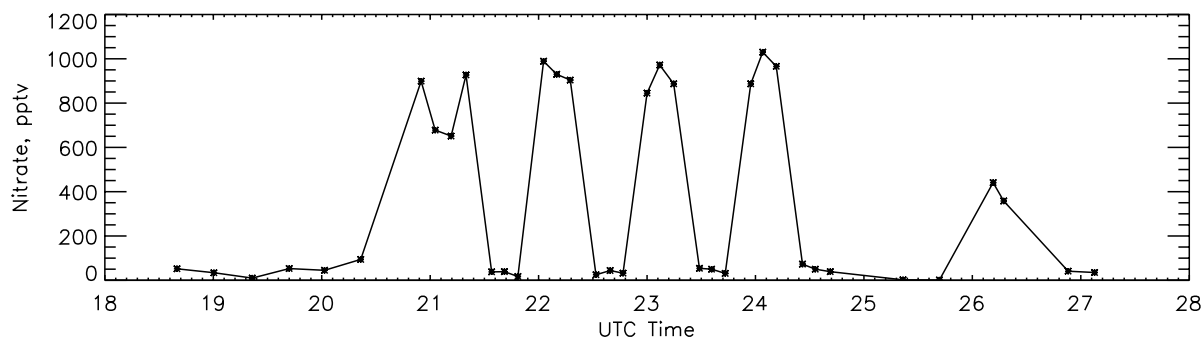
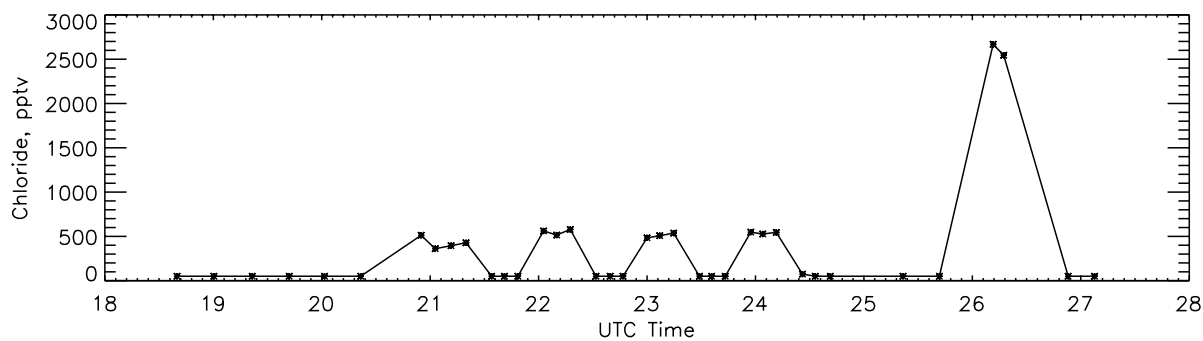
FINAL DATA: TRACE-P DC-8 Flight 16



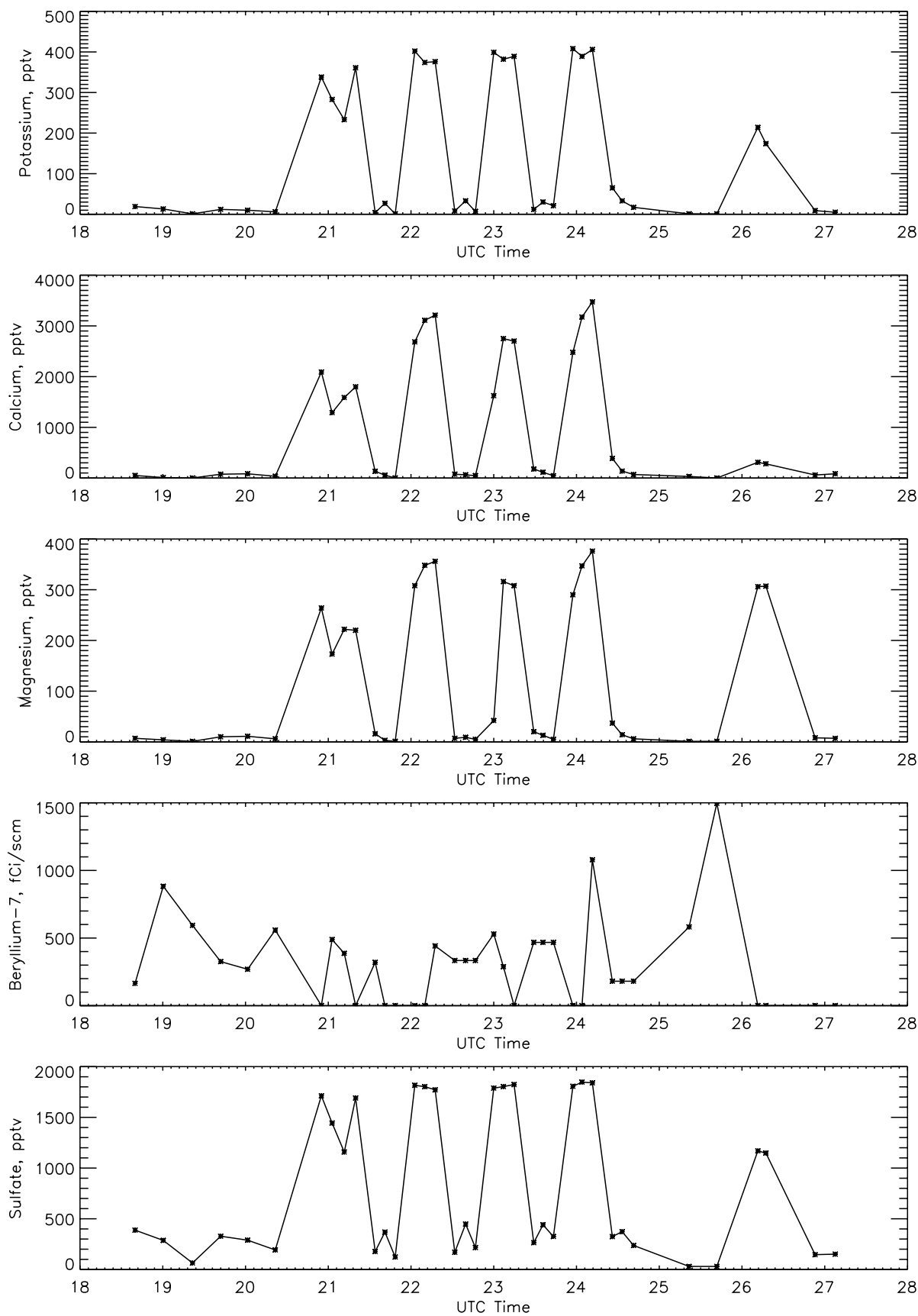
FINAL DATA: TRACE-P DC-8 Flight 16



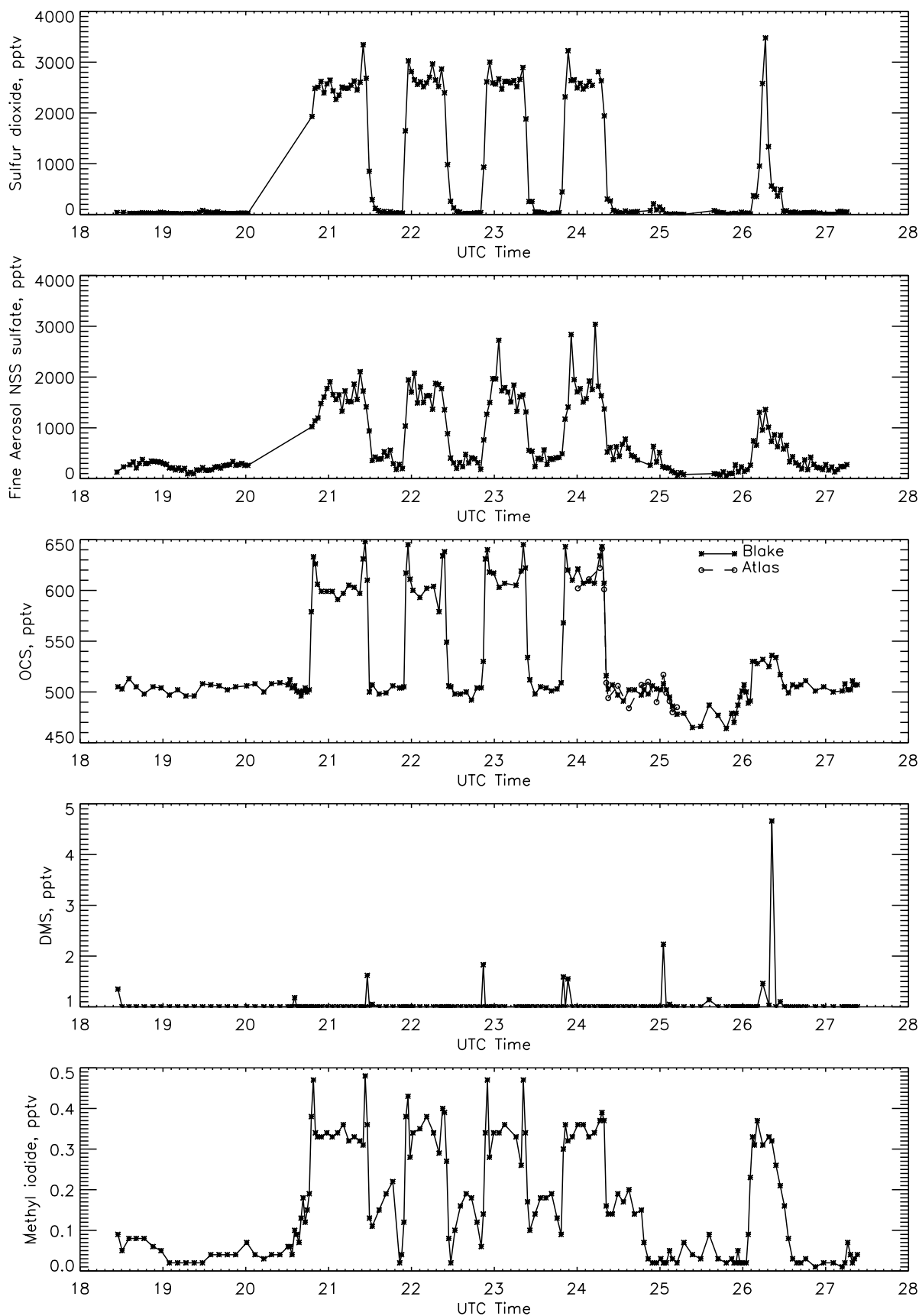
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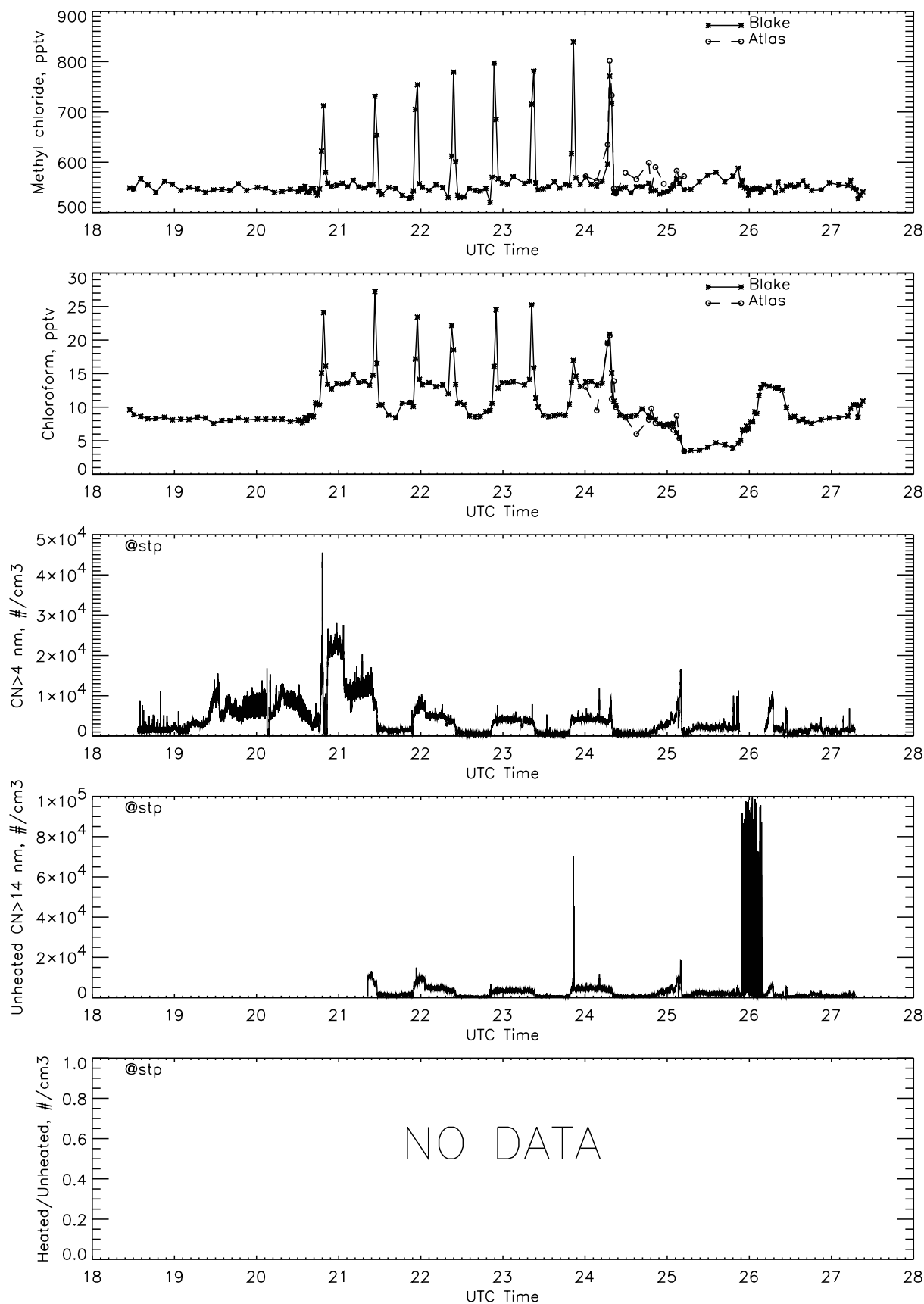
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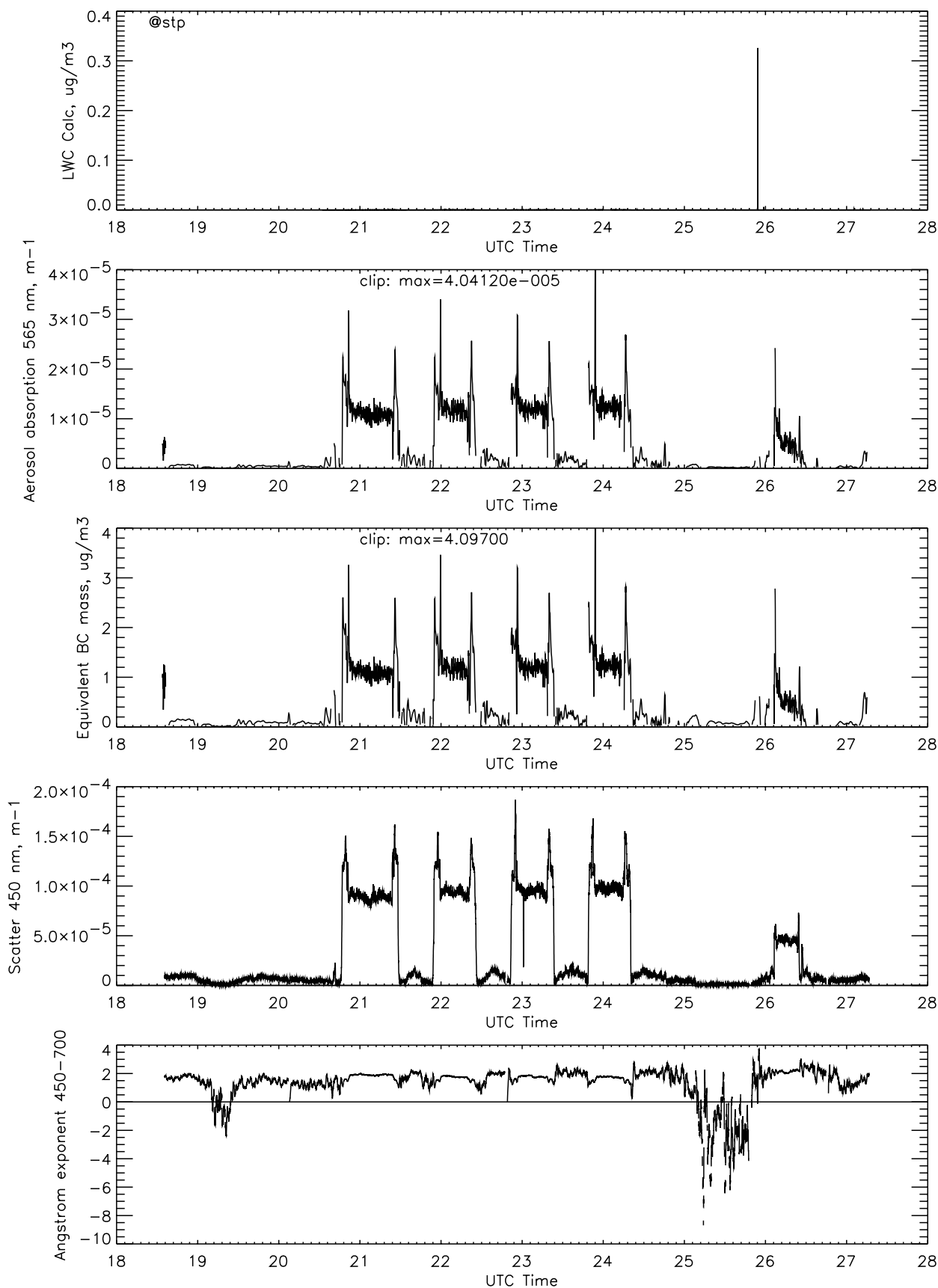
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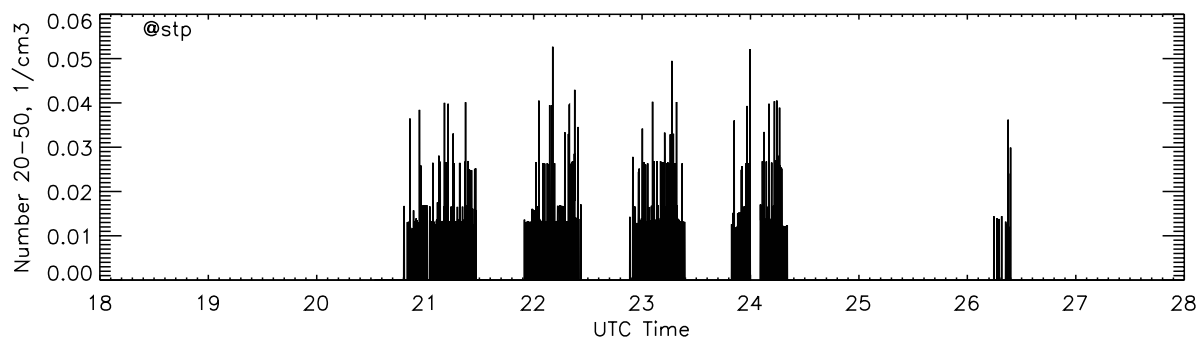
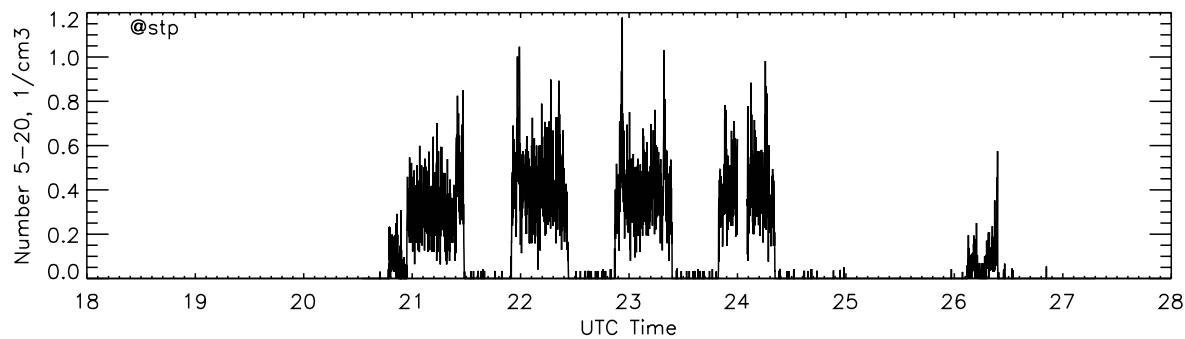
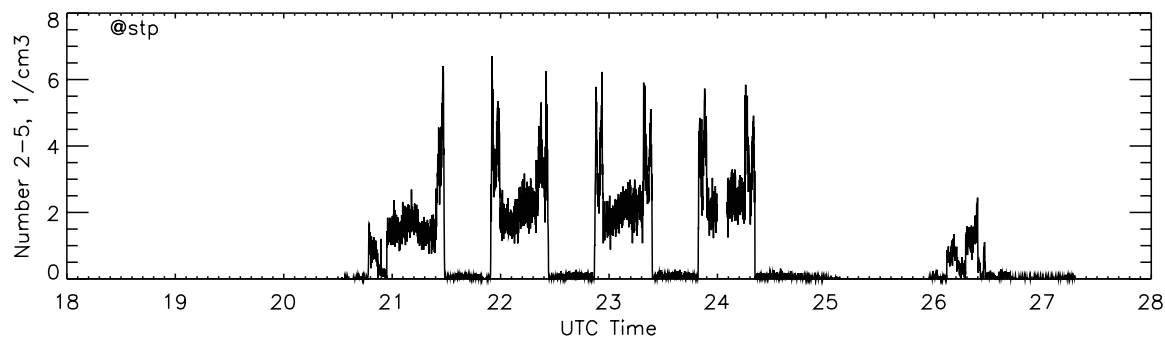
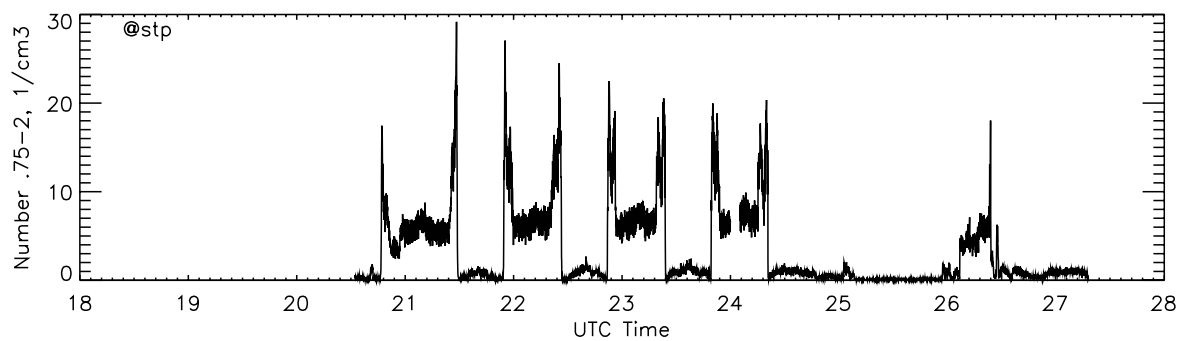
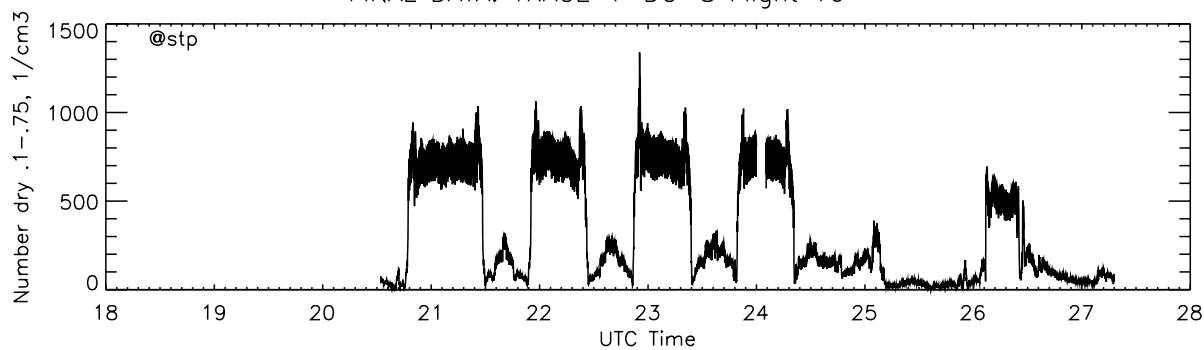
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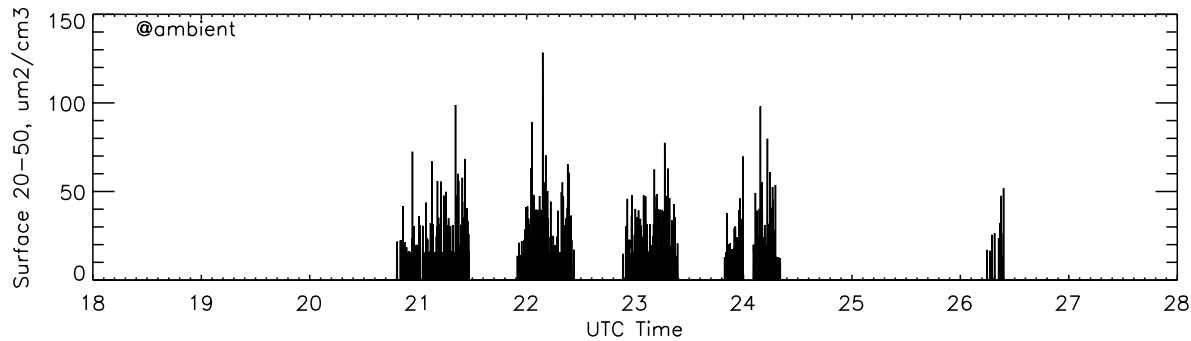
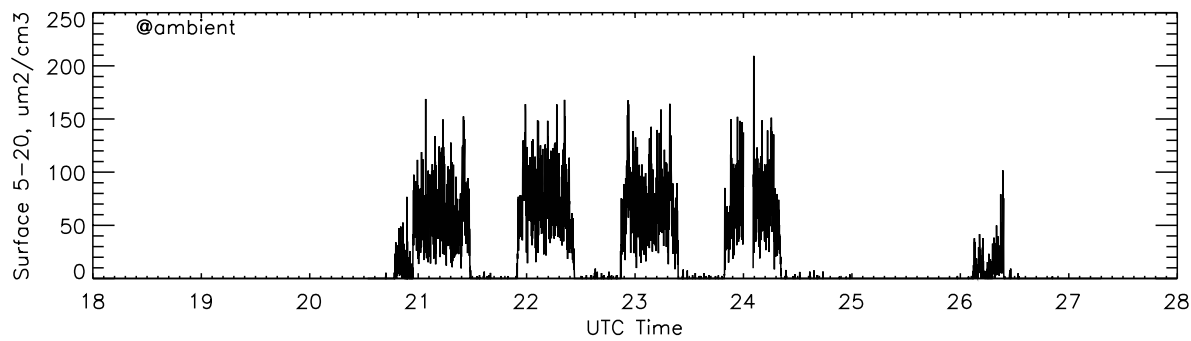
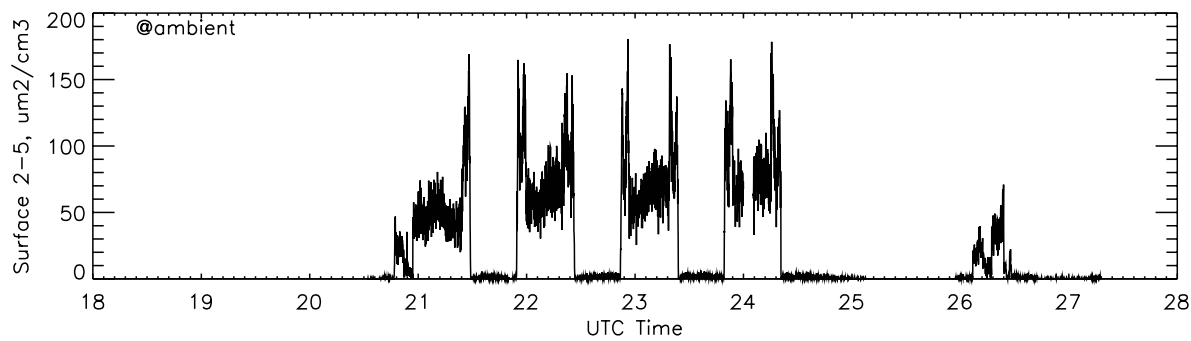
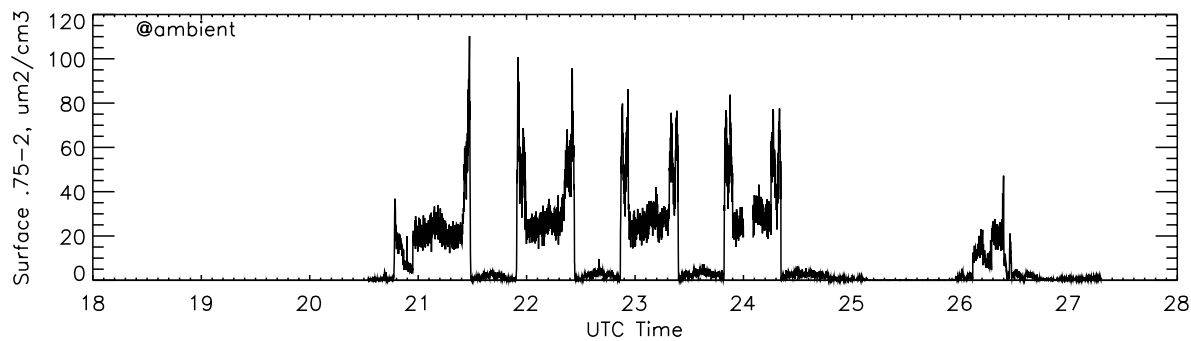
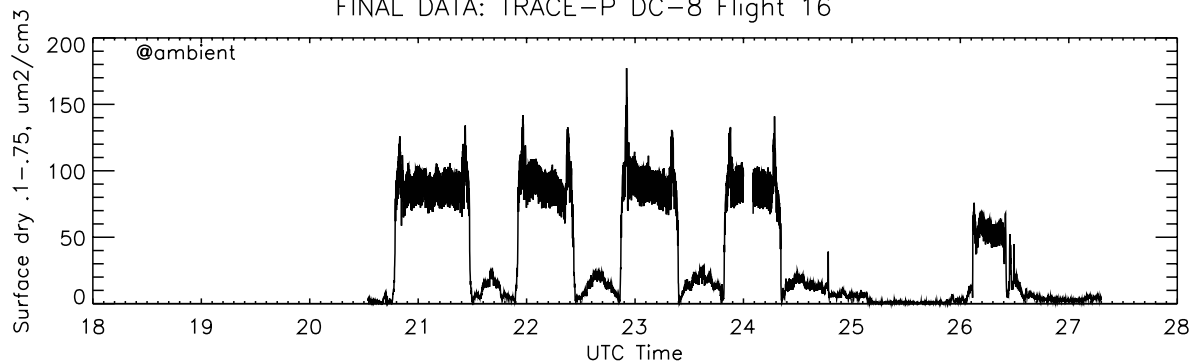
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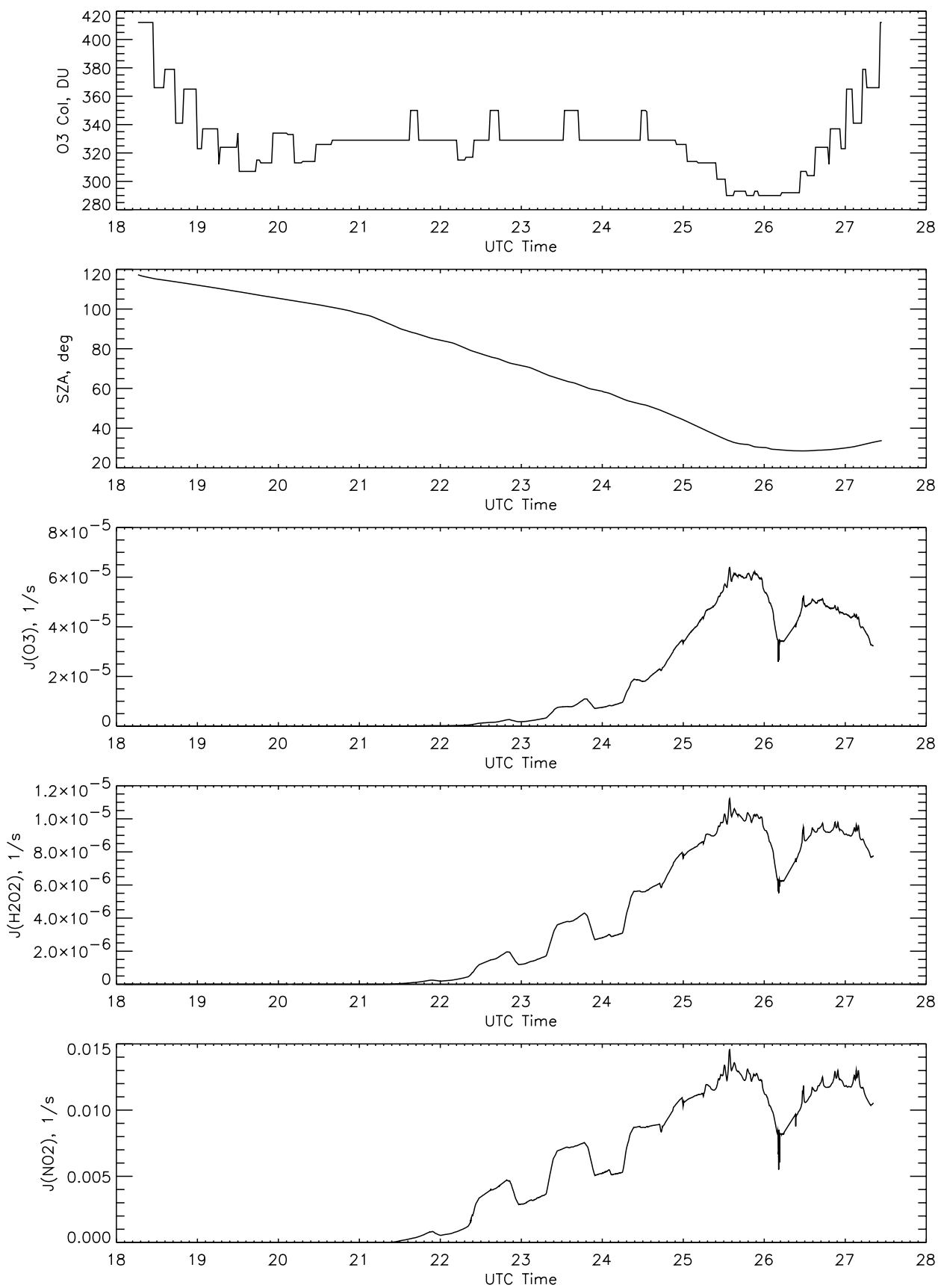
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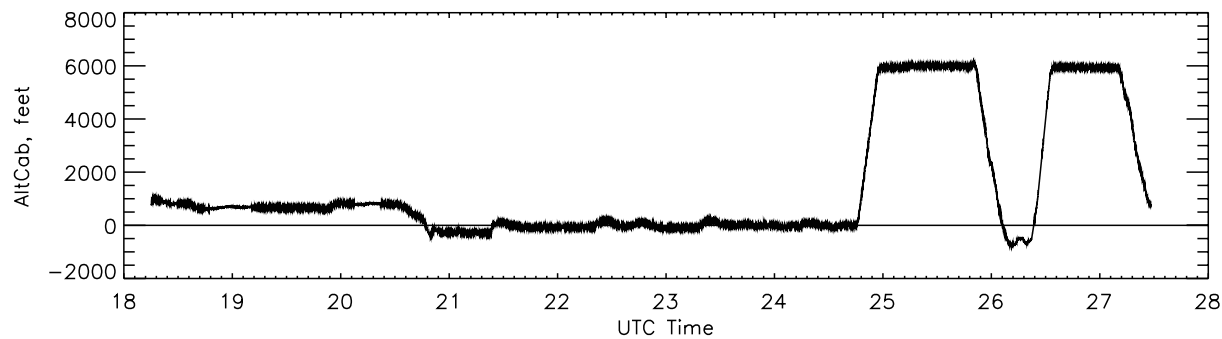
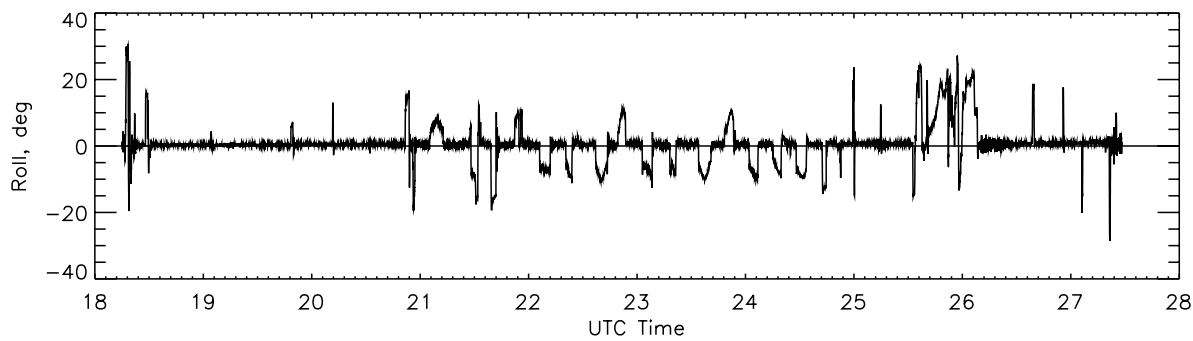
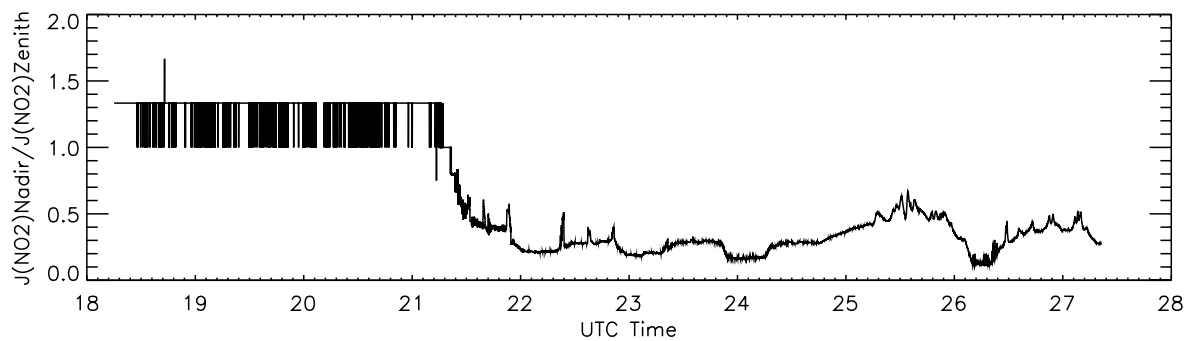
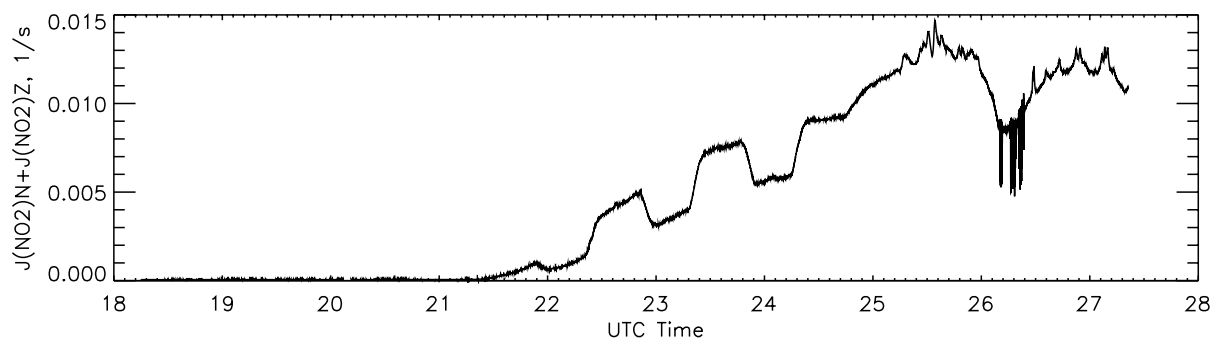
FINAL DATA: TRACE-P DC-8 Flight 16



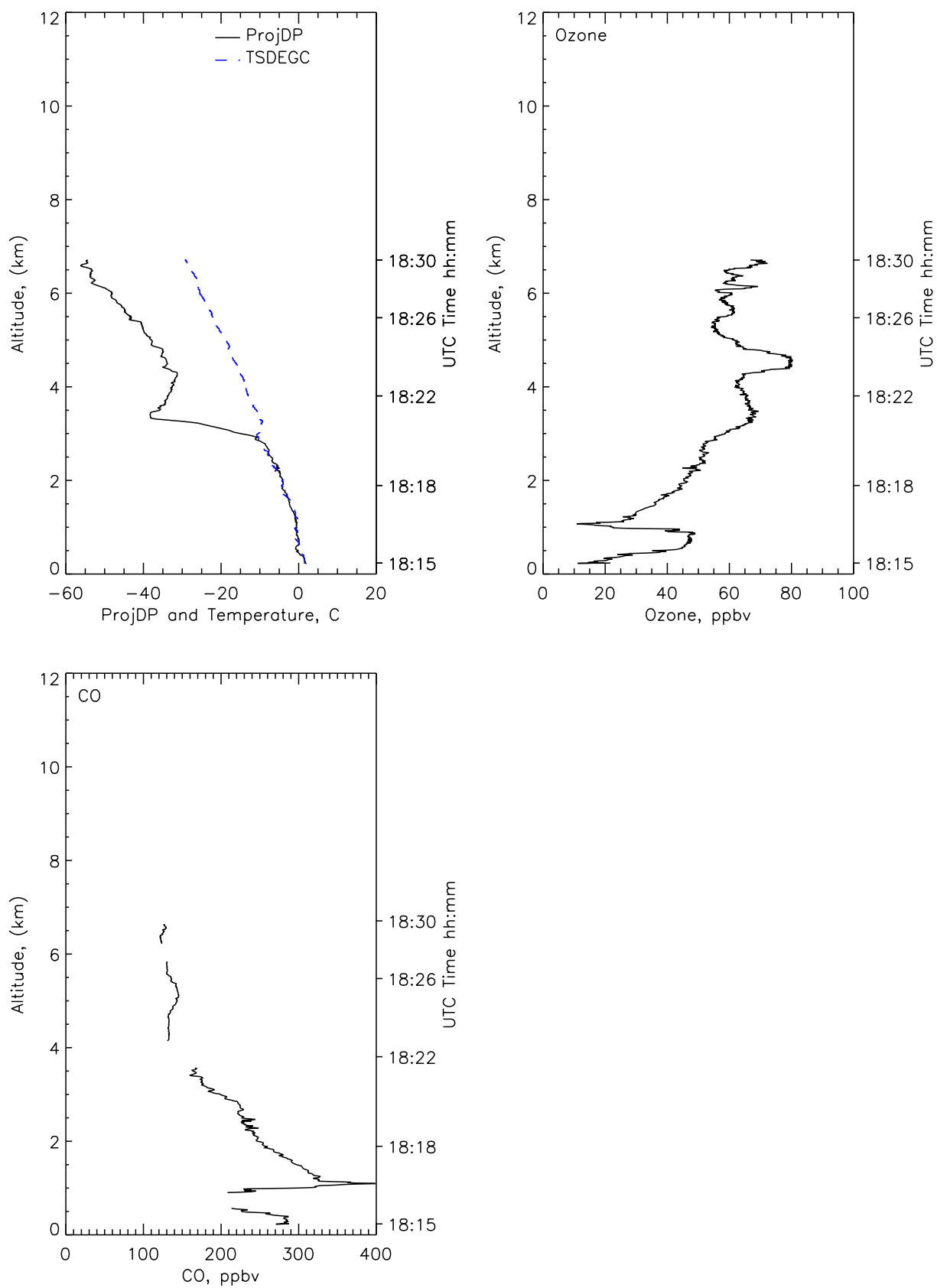
FINAL DATA: TRACE-P DC-8 Flight 16



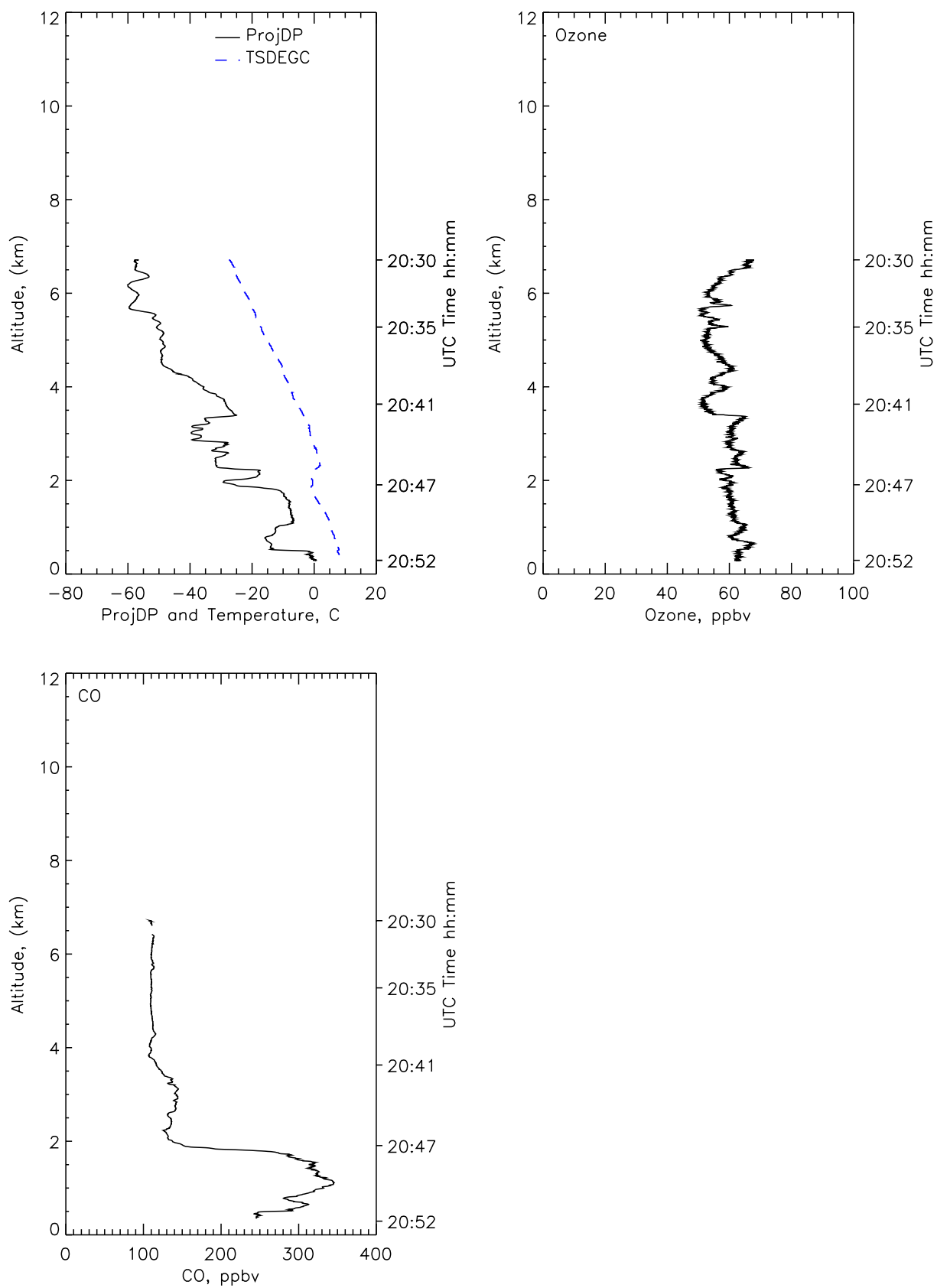
FINAL DATA: TRACE-P DC-8 Flight 16



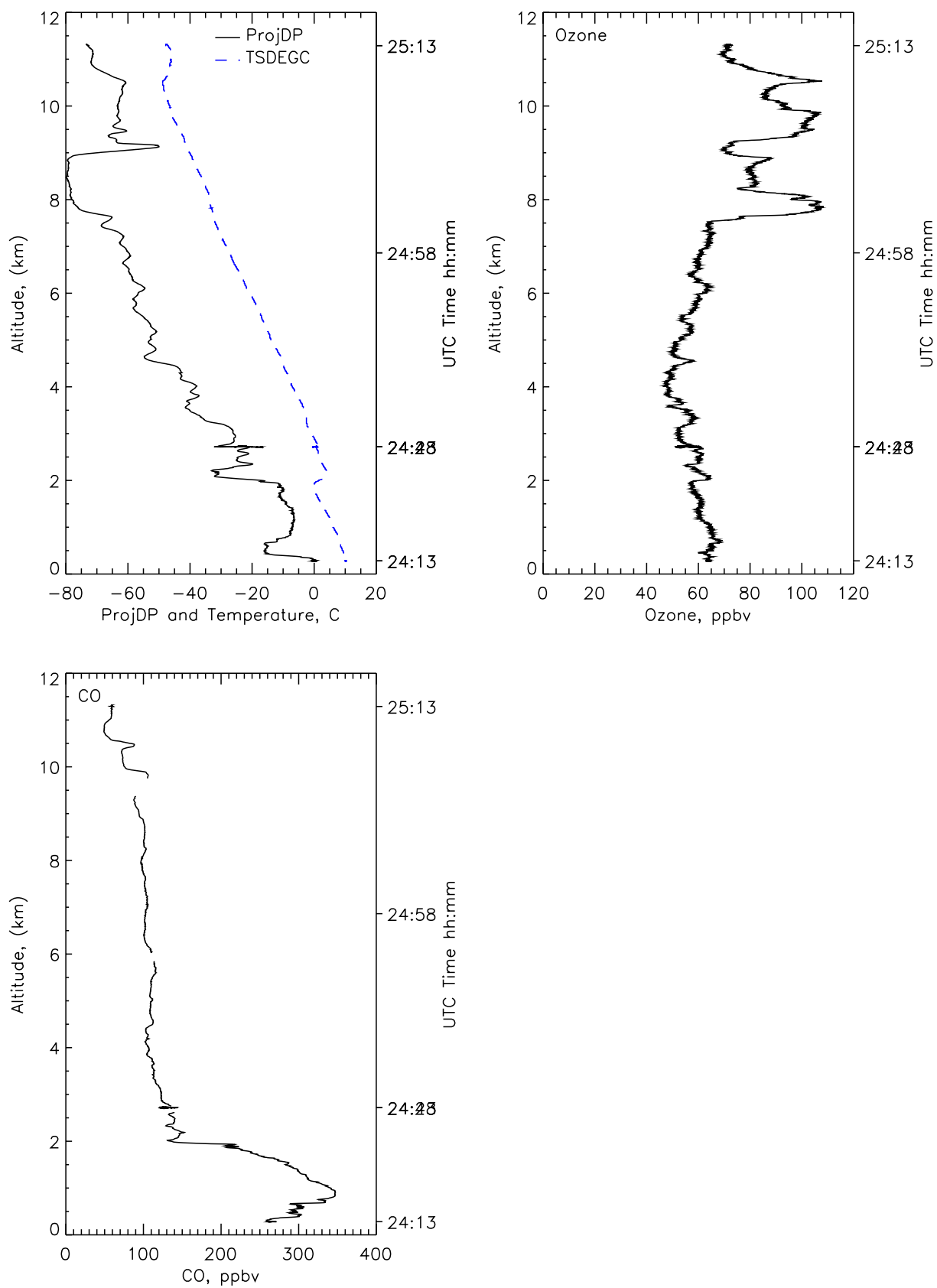
Profile # 1 TRACE-P DC-8 Flight 16



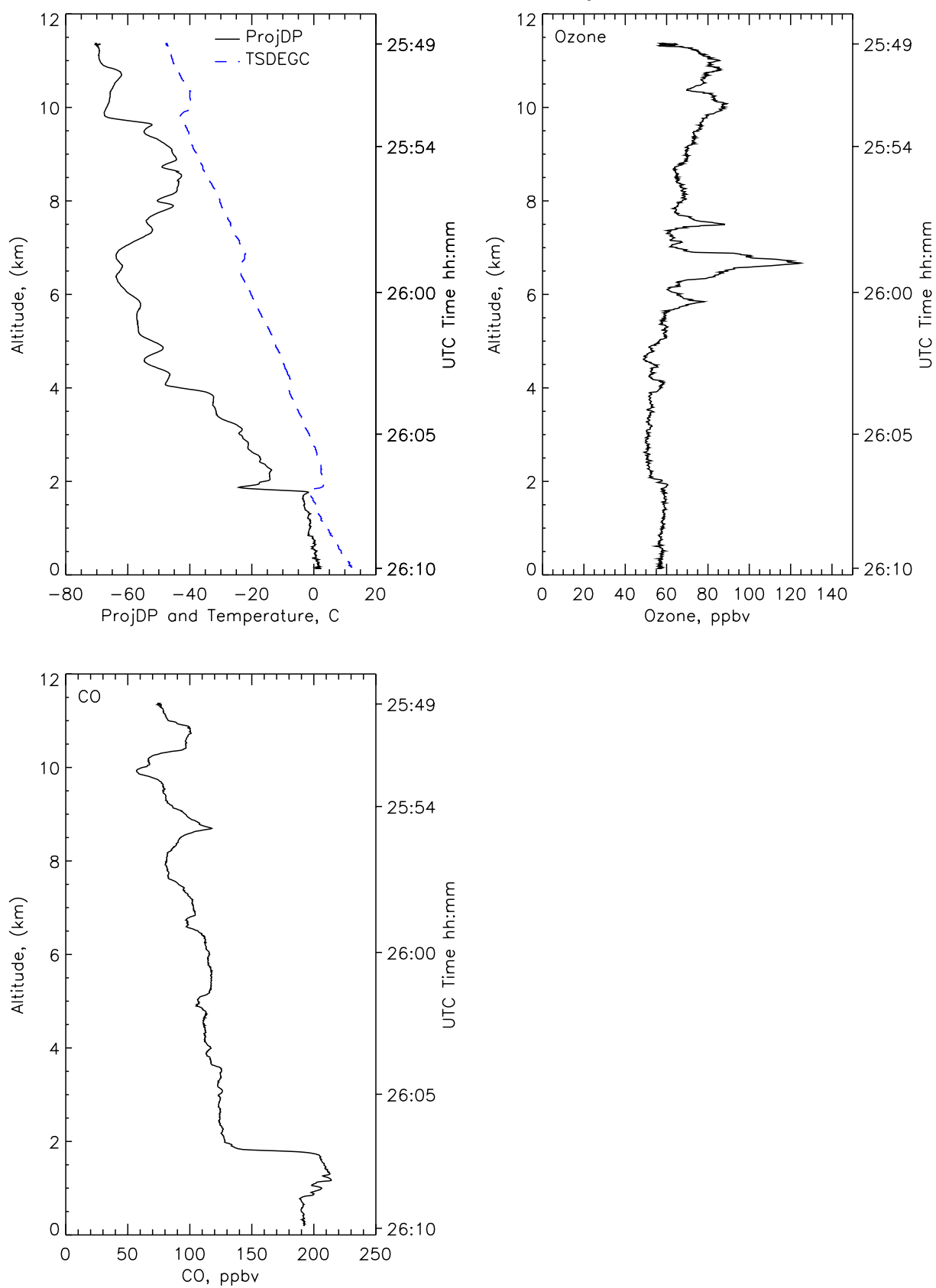
Profile # 2 TRACE-P DC-8 Flight 16



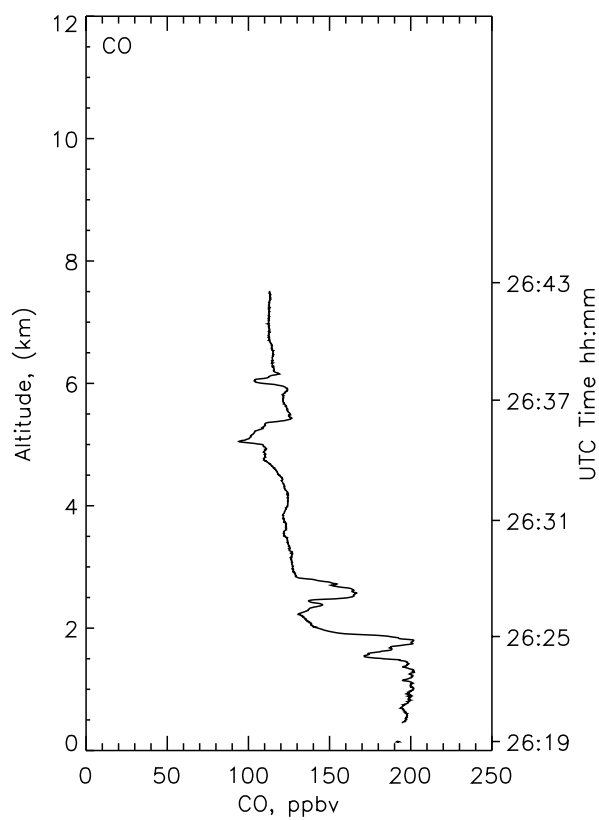
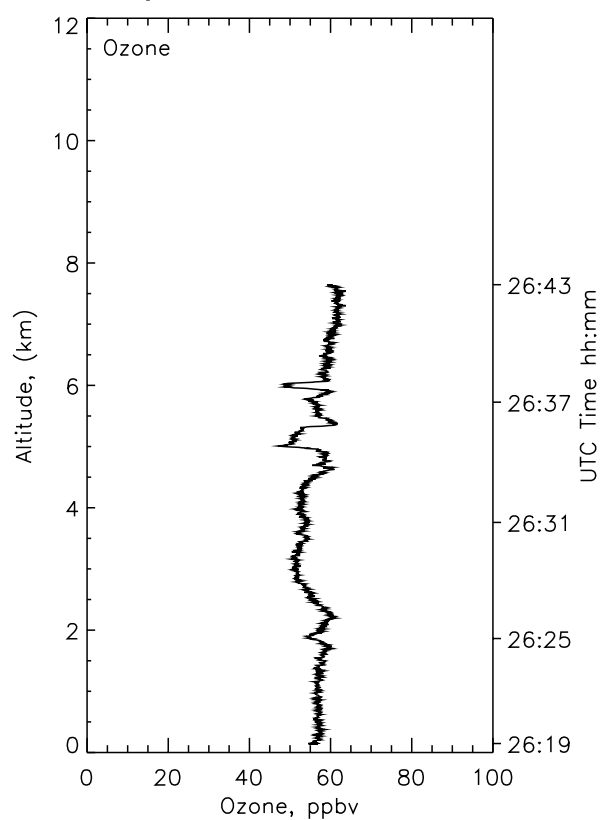
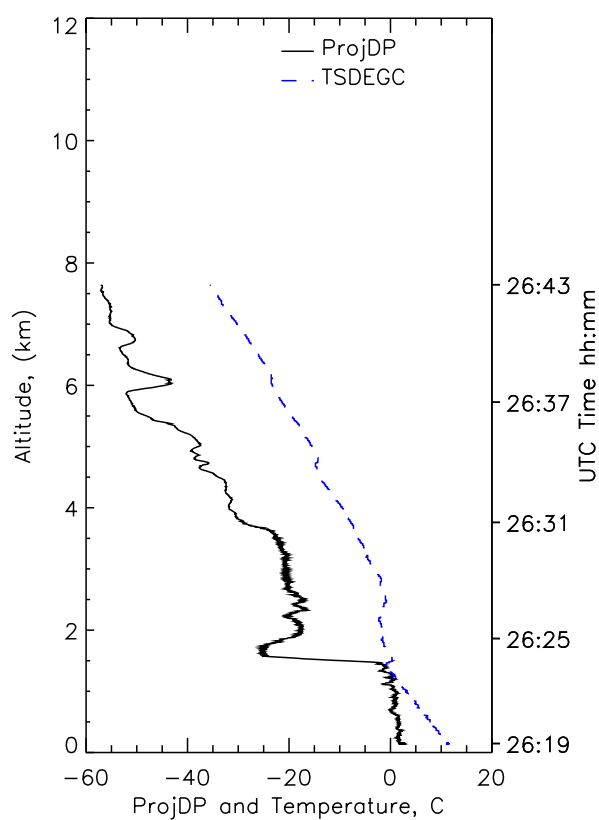
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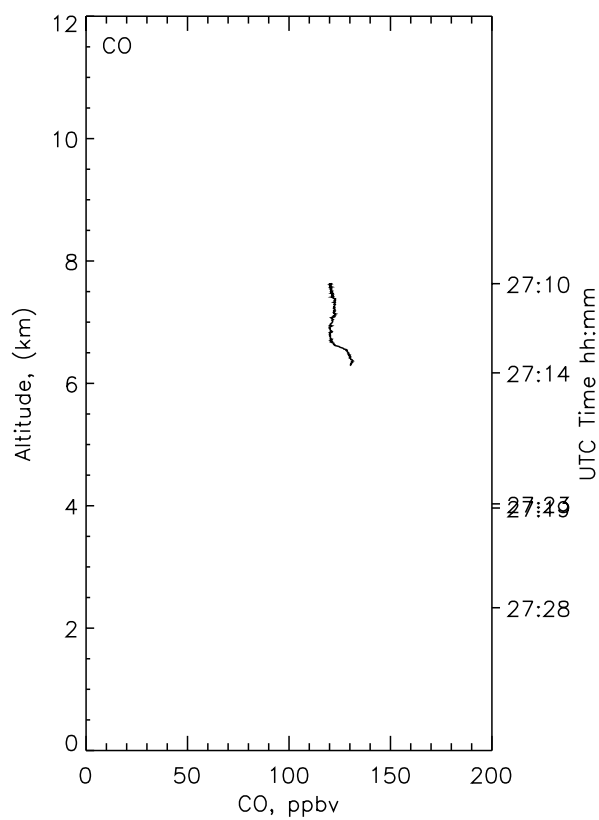
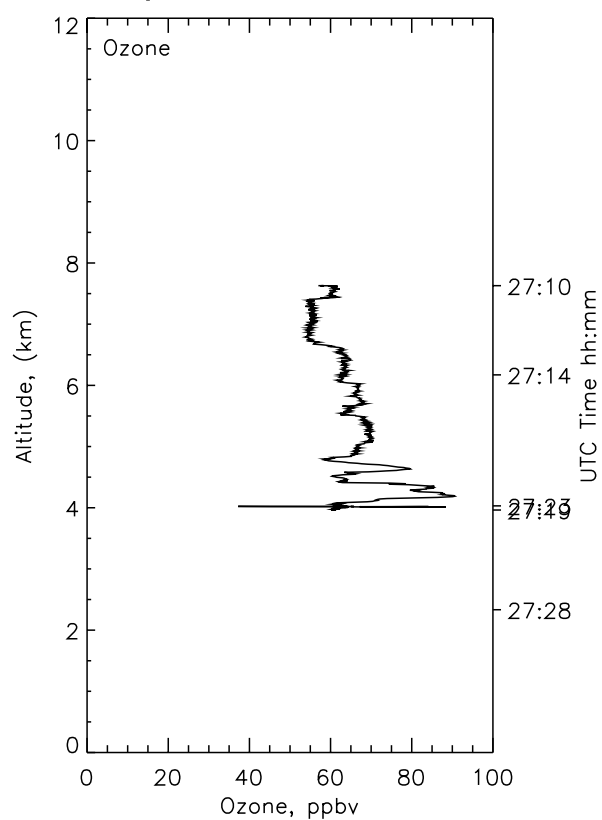
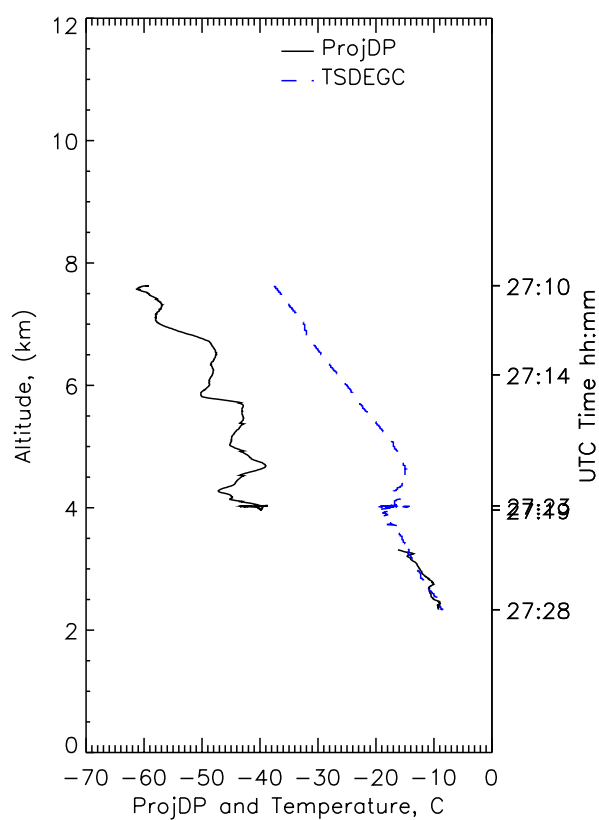
Profile # 4 TRACE-P DC-8 Flight 16



Profile # 5 TRACE-P DC-8 Flight 16



Profile # 6 TRACE-P DC-8 Flight 16



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

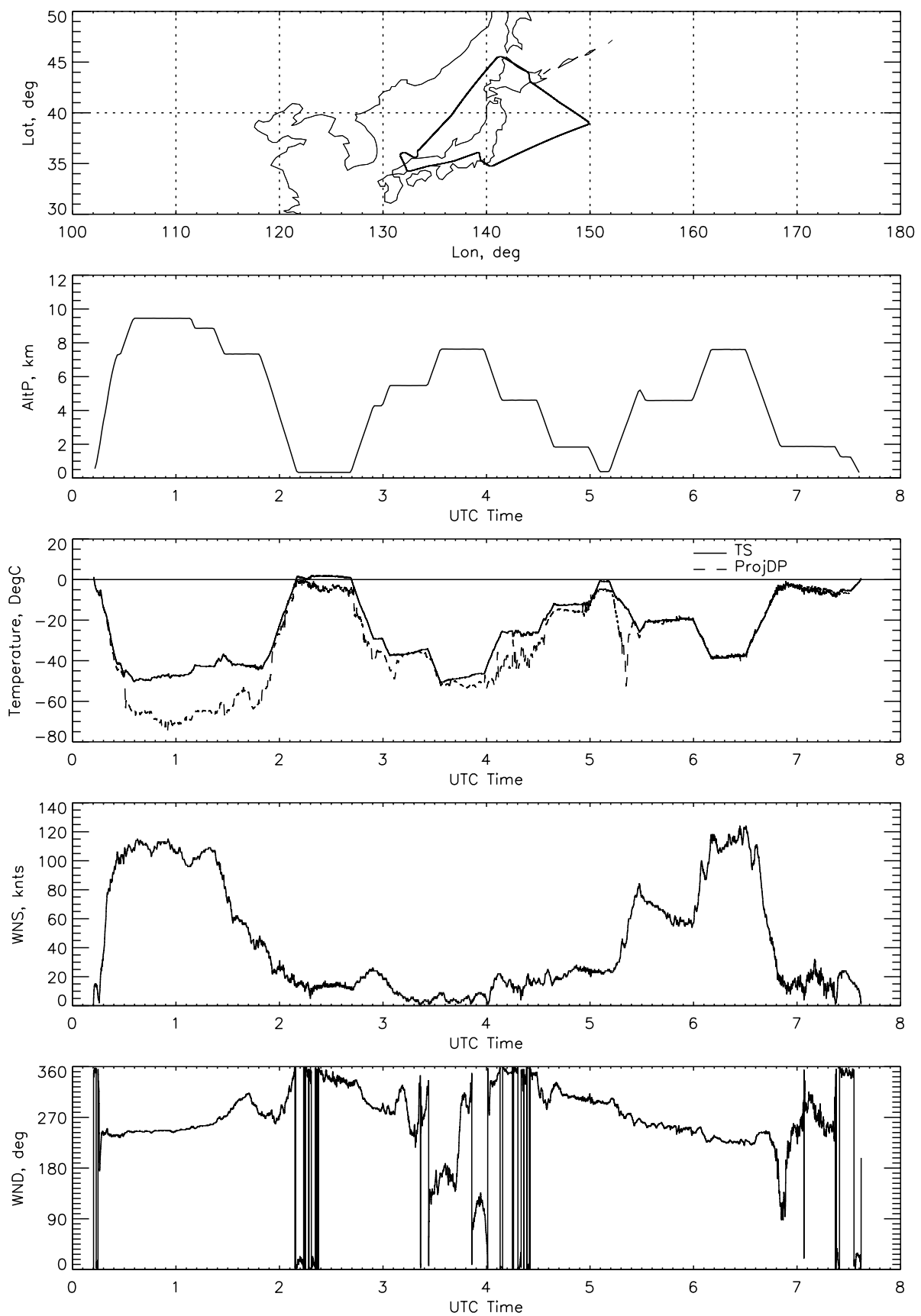
Flight 17D

Local: Yokota No. 5

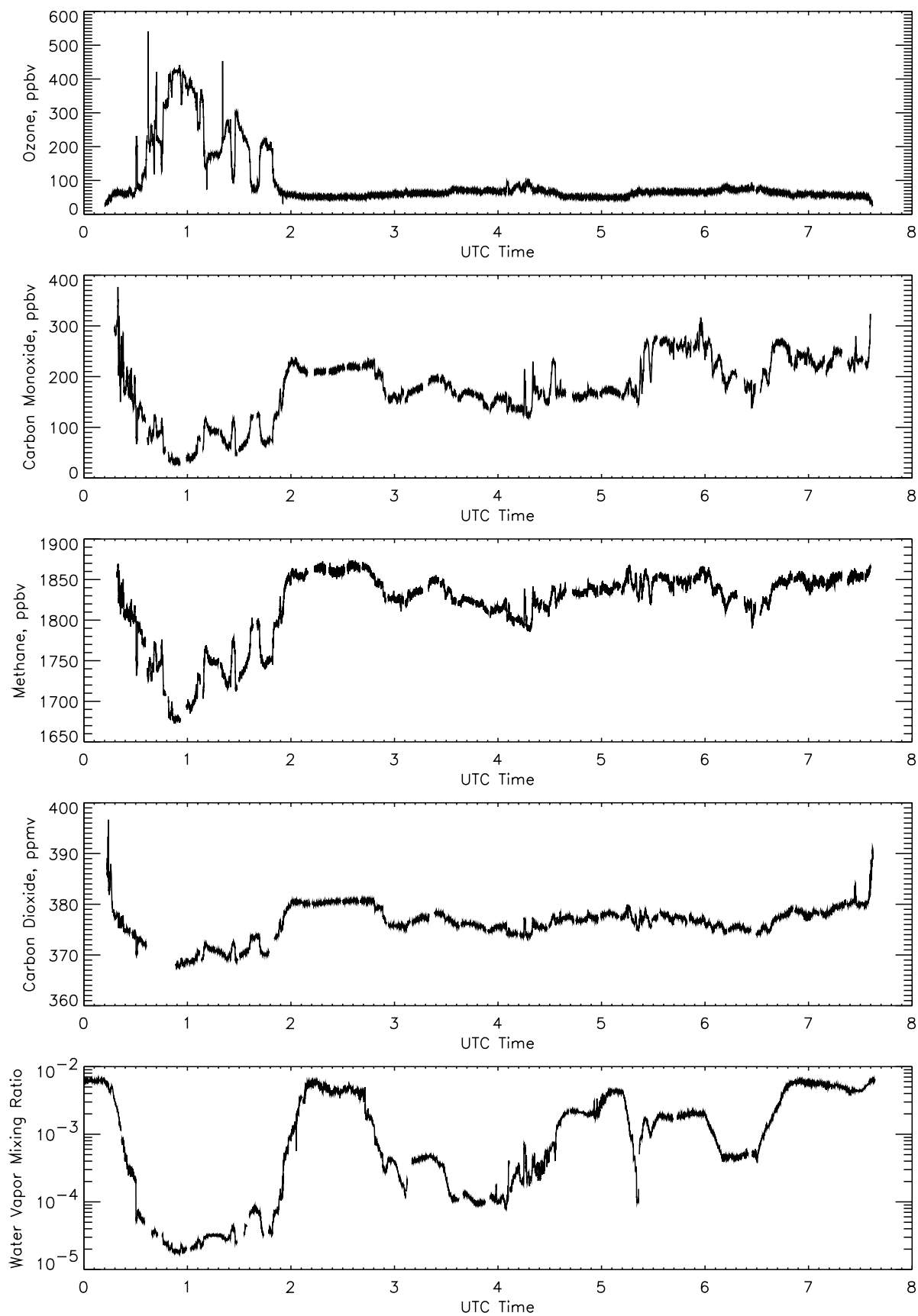
Warm Conveyor Belt and Cyclonic
Recirculation

March 31, 2001

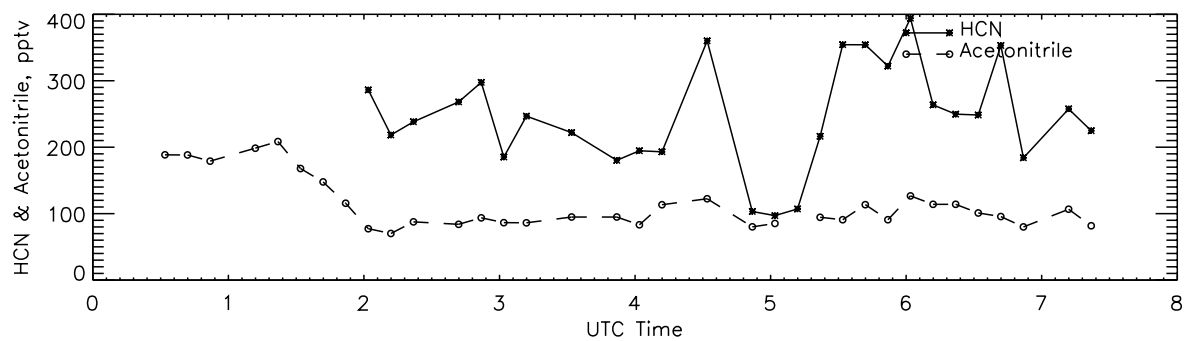
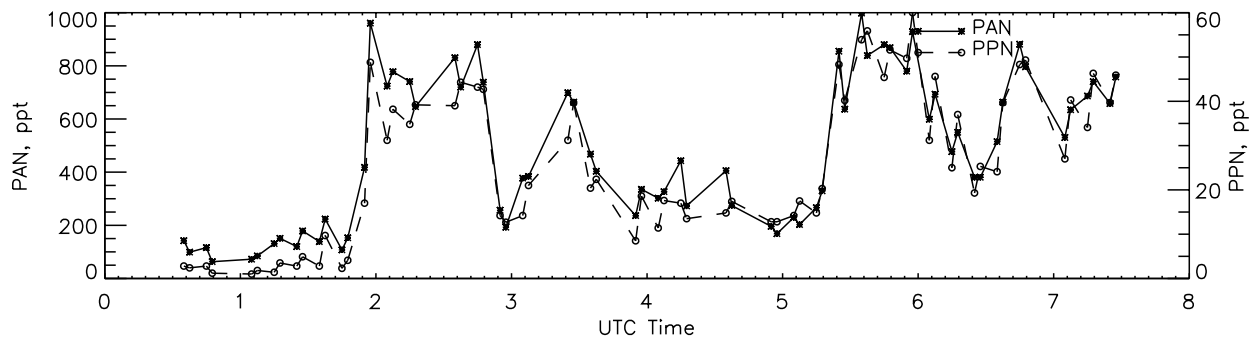
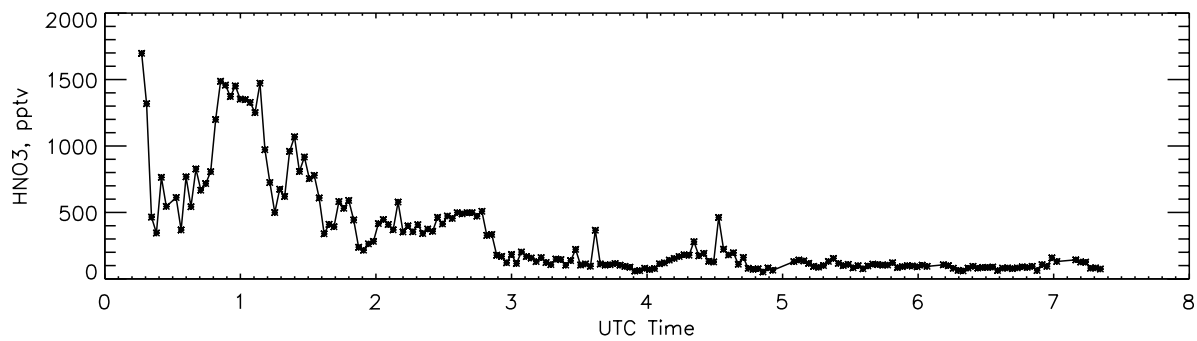
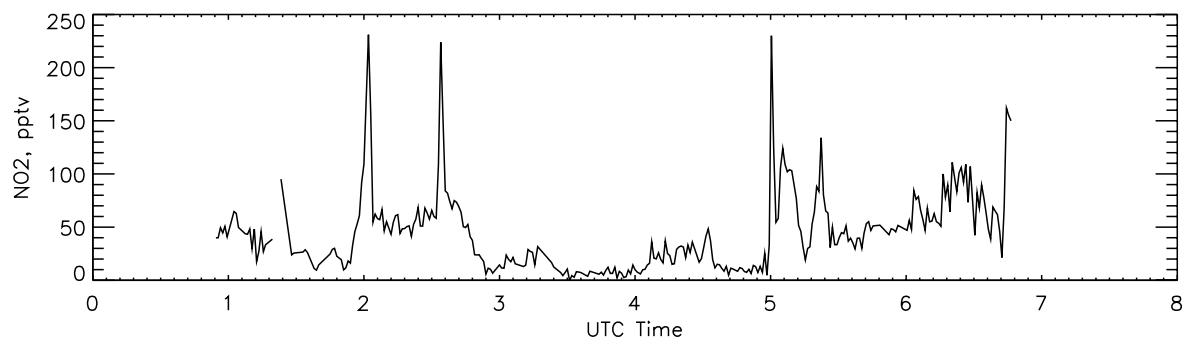
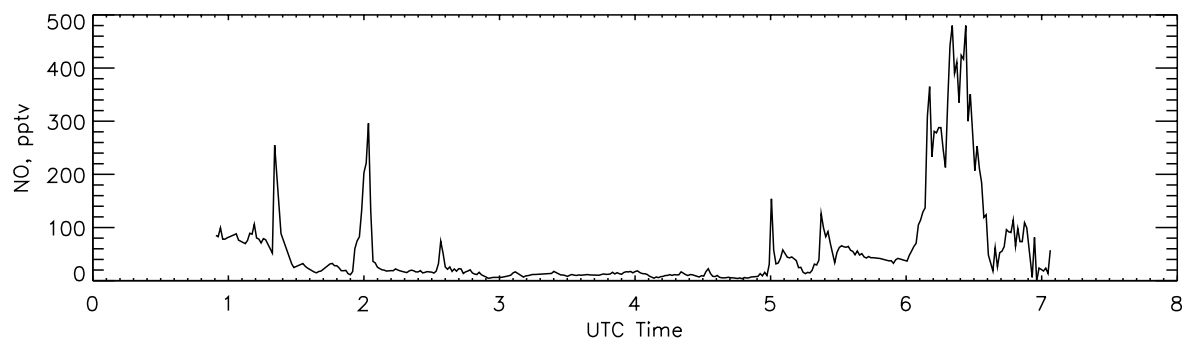
FINAL DATA: TRACE-P DC-8 Flight 17



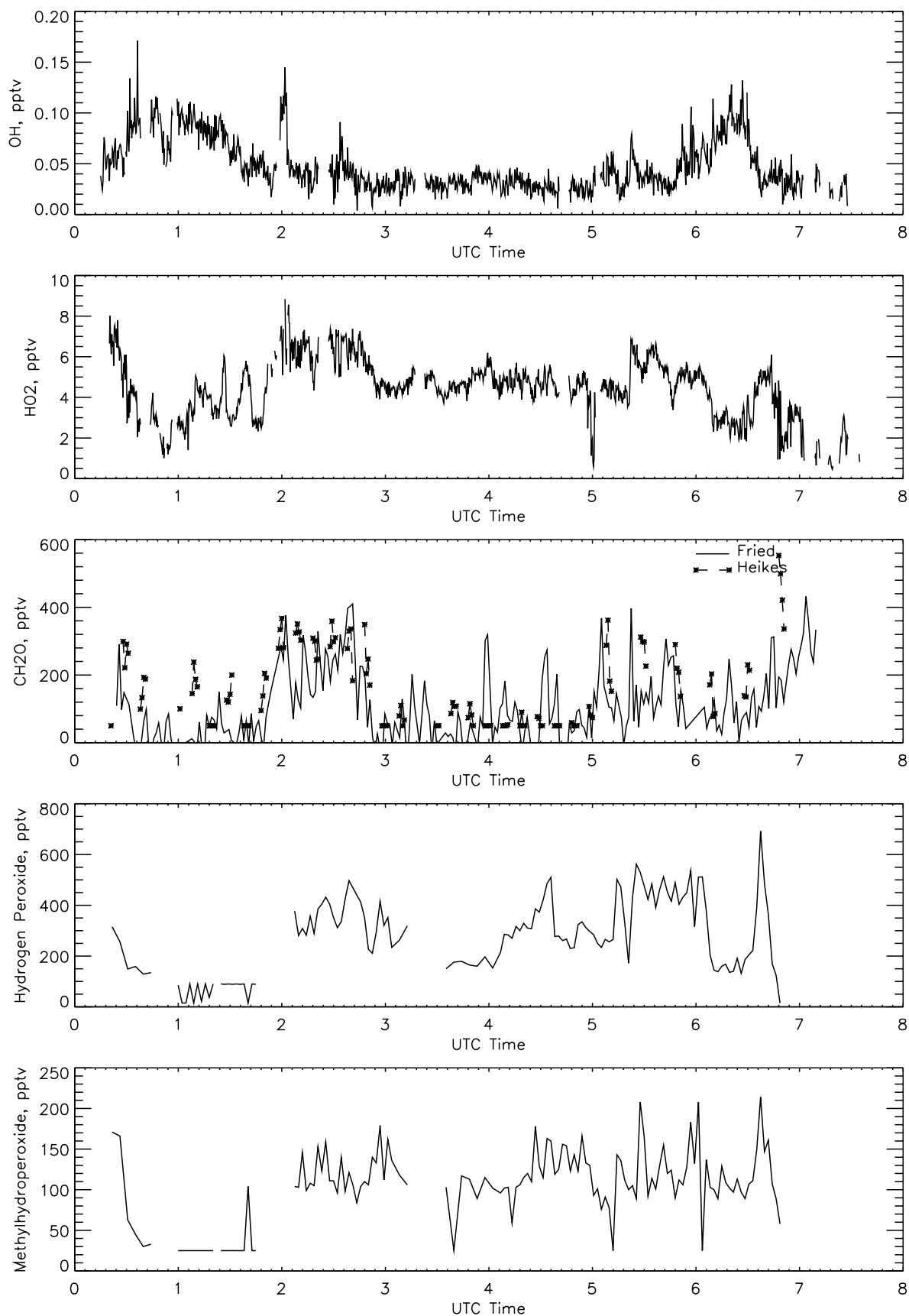
FINAL DATA: TRACE-P DC-8 Flight 17



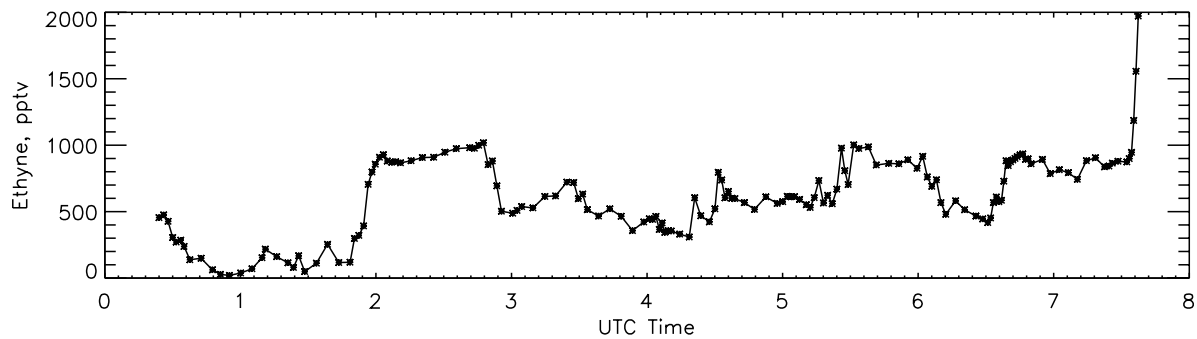
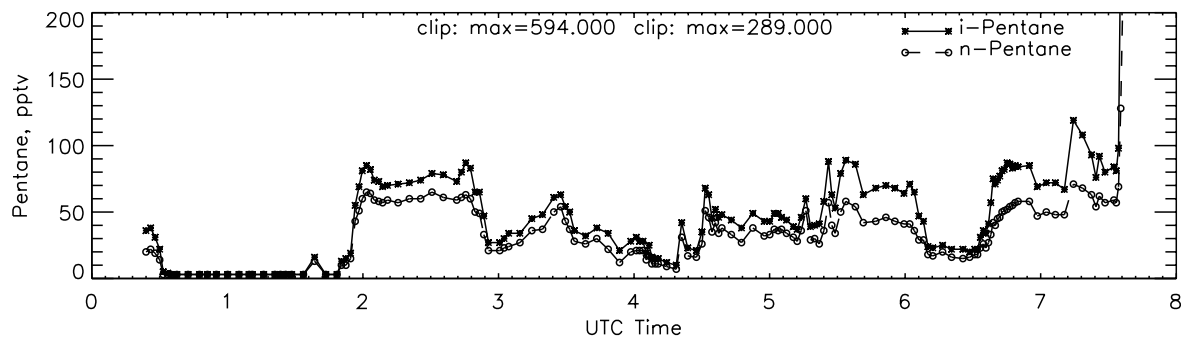
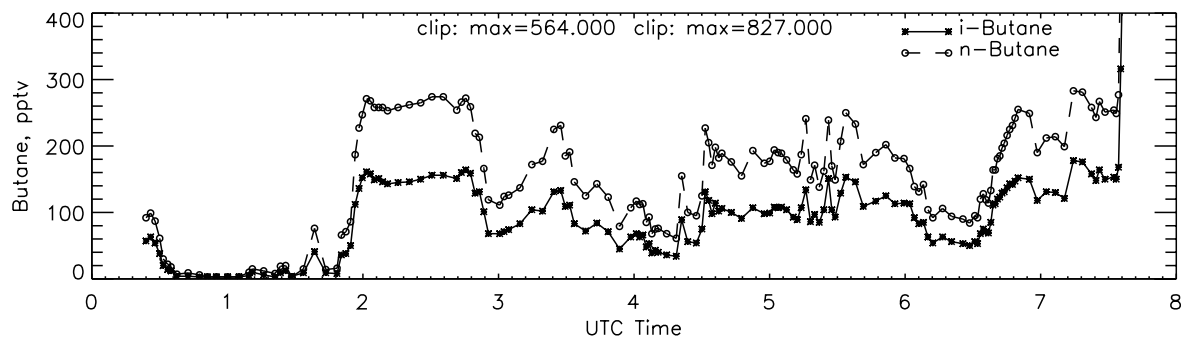
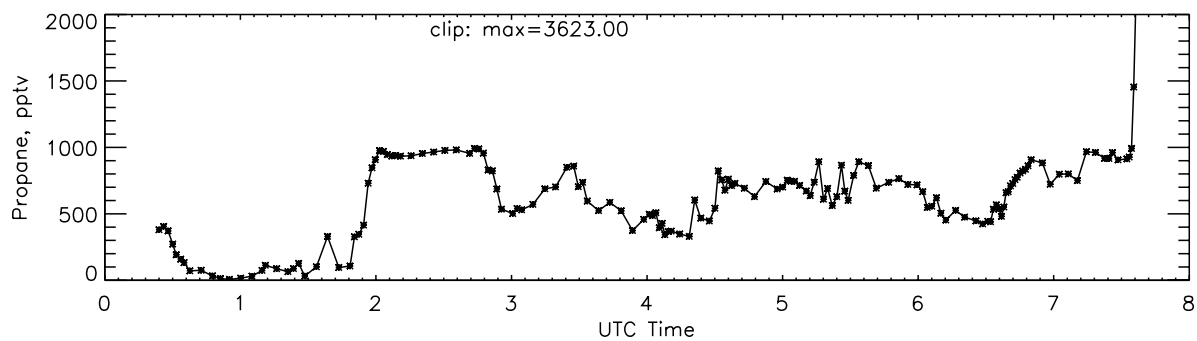
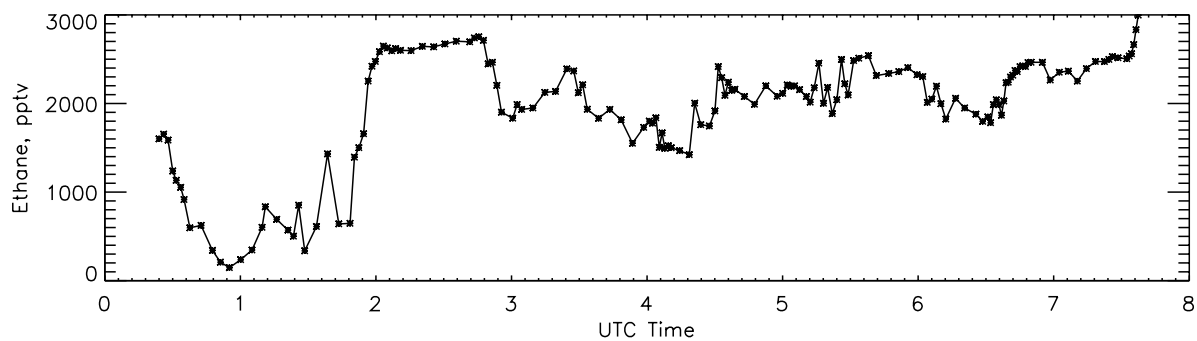
FINAL DATA: TRACE-P DC-8 Flight 17



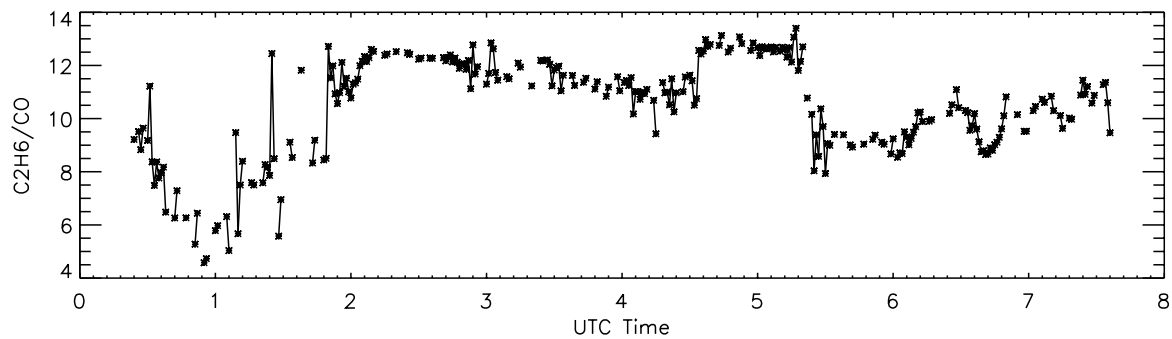
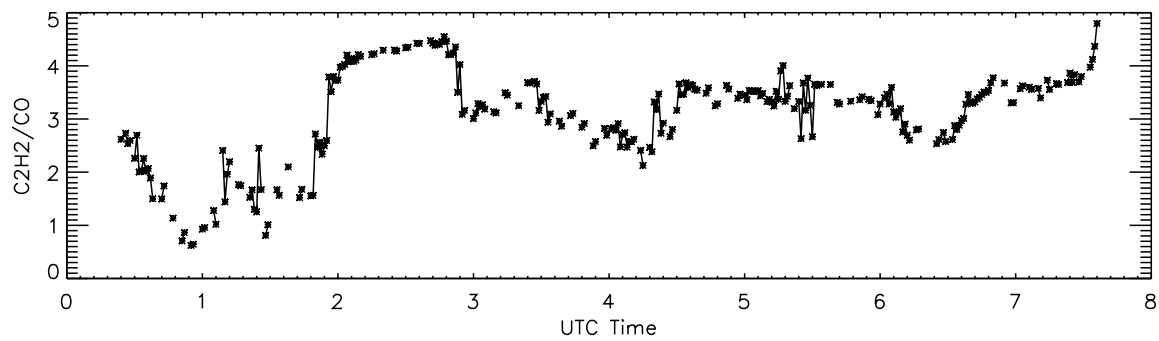
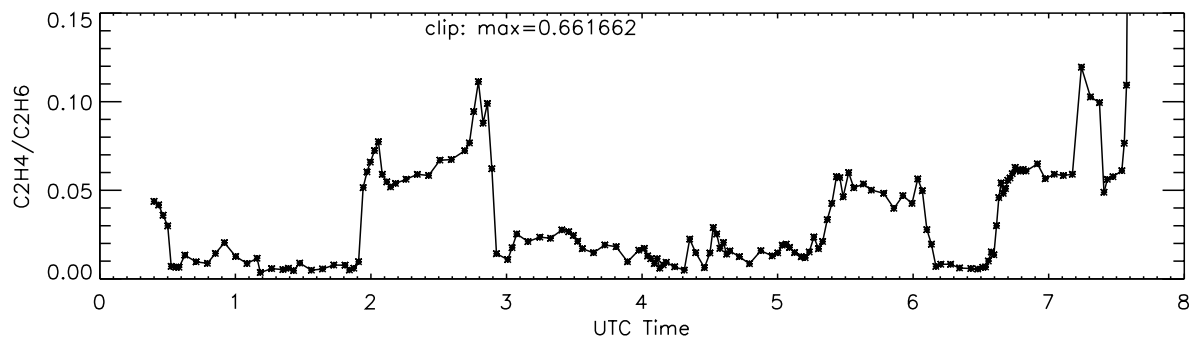
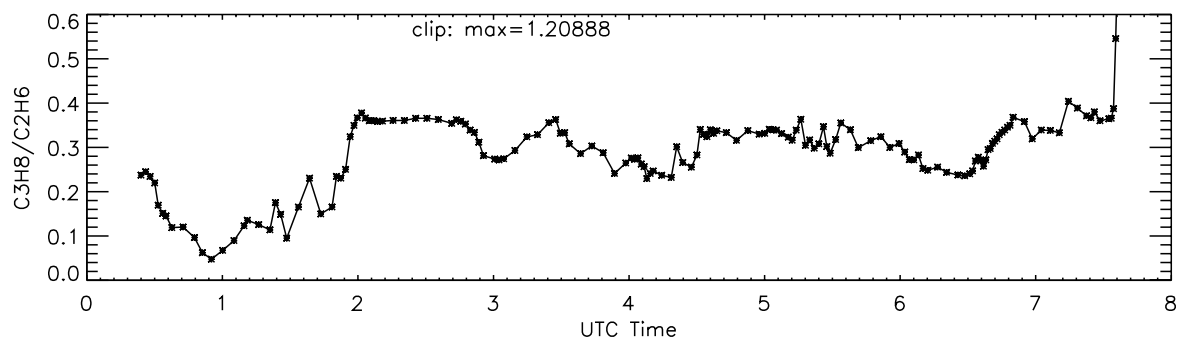
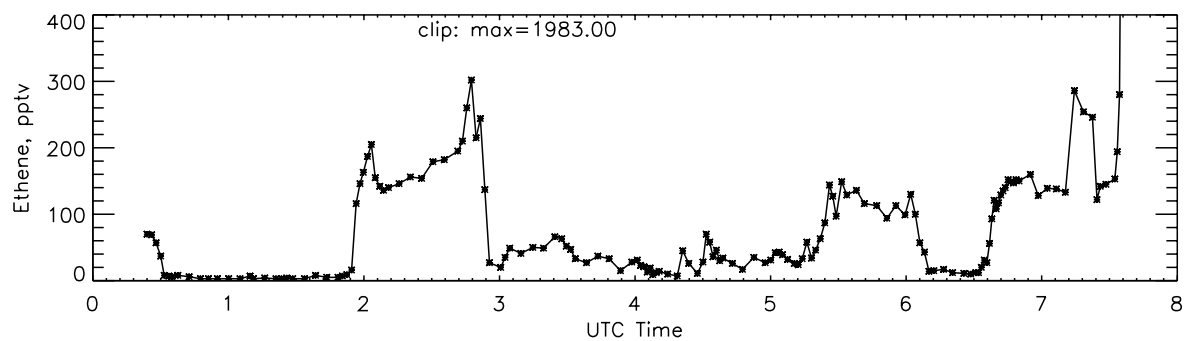
FINAL DATA: TRACE-P DC-8 Flight 17



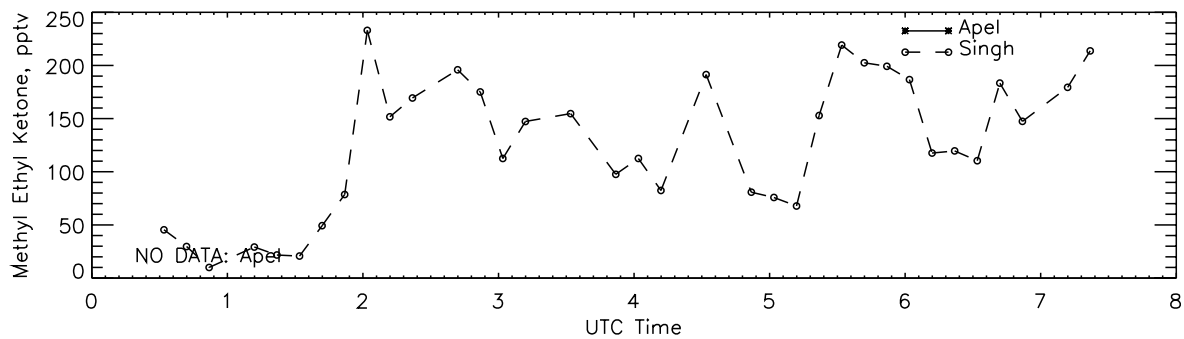
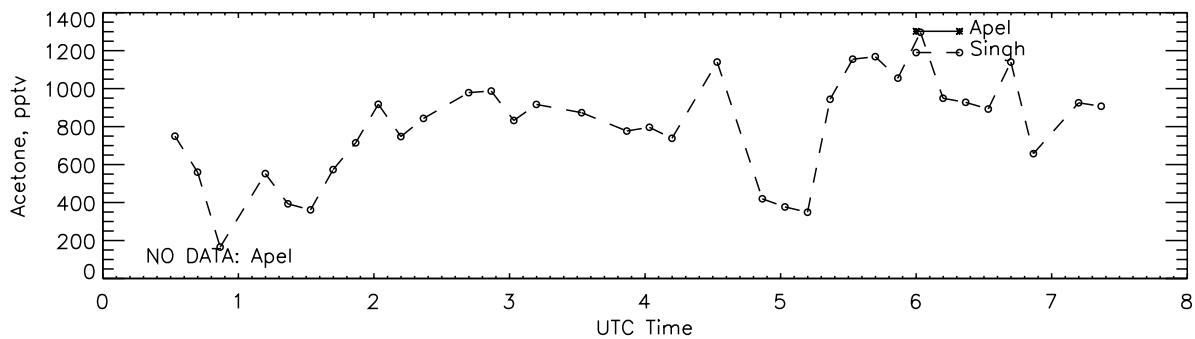
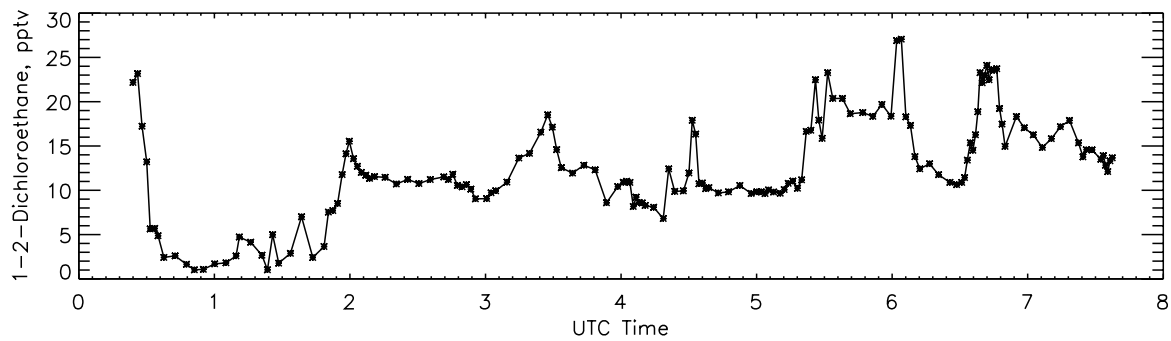
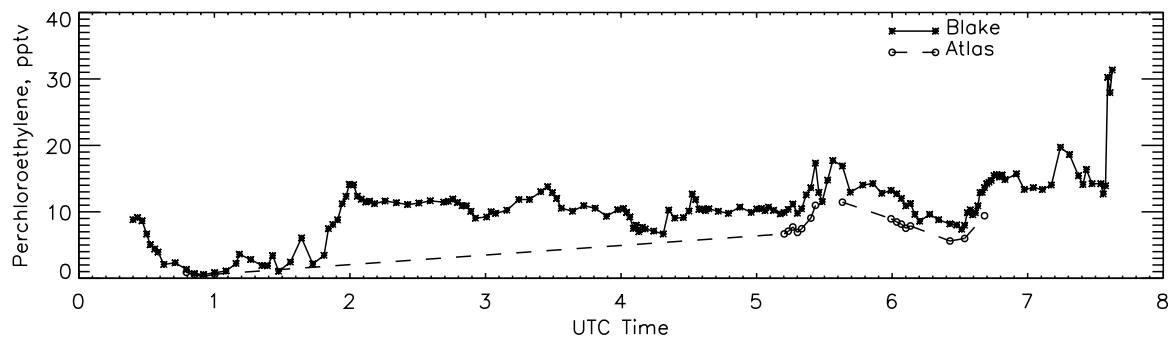
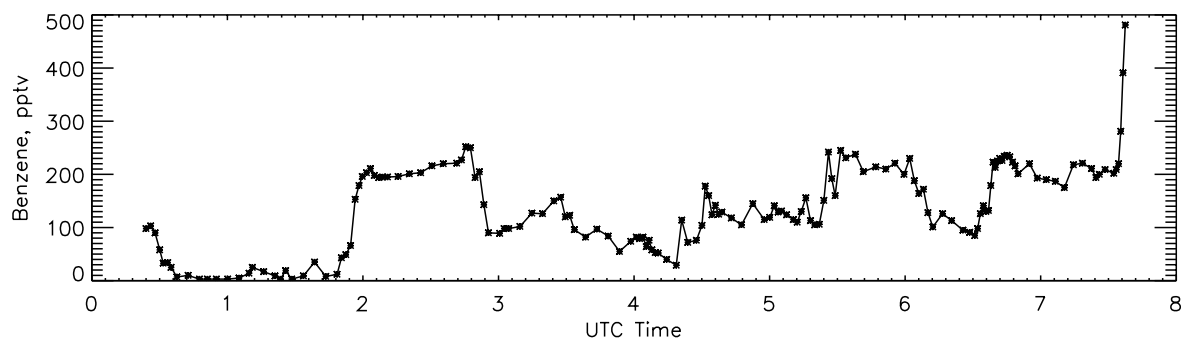
FINAL DATA: TRACE-P DC-8 Flight 17



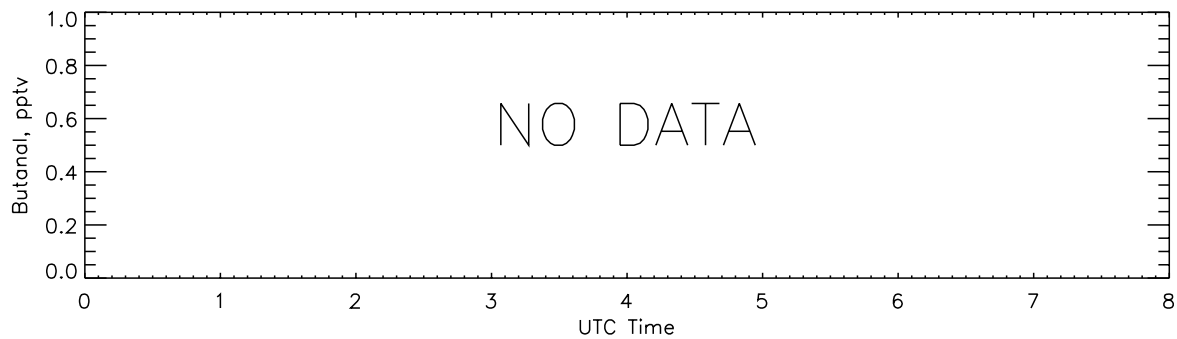
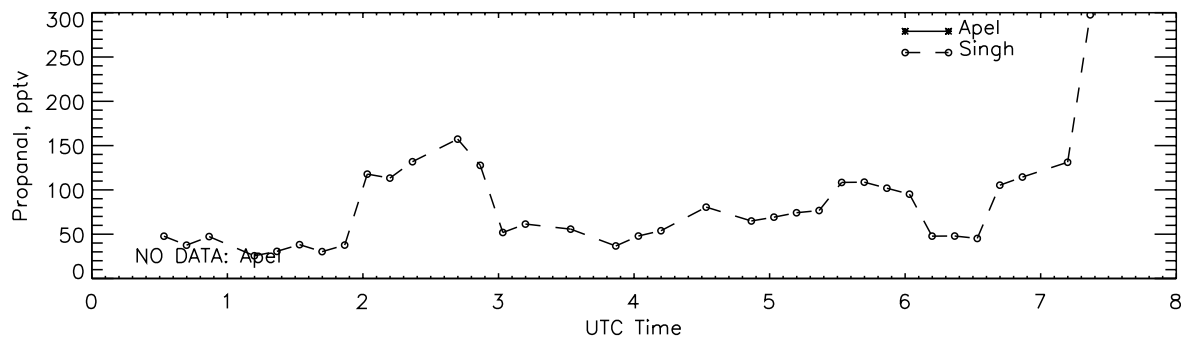
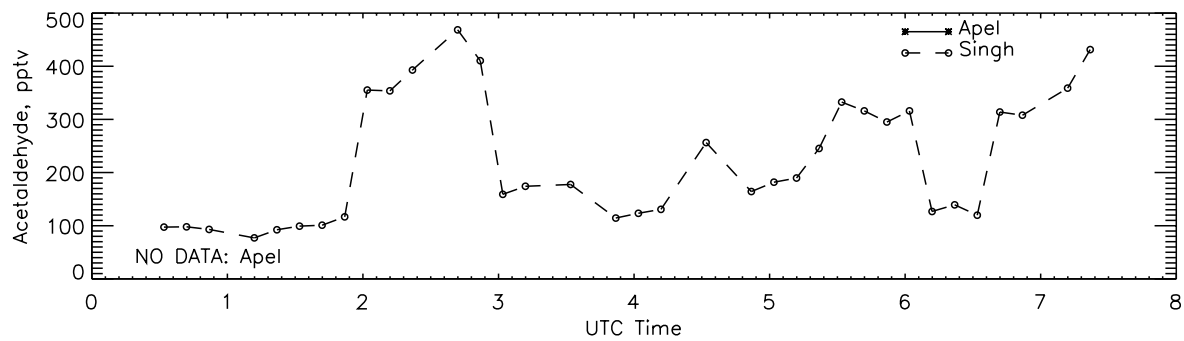
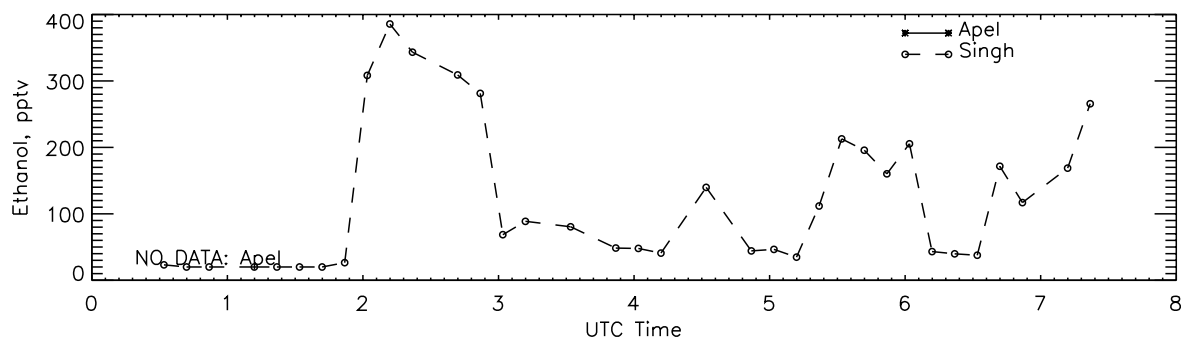
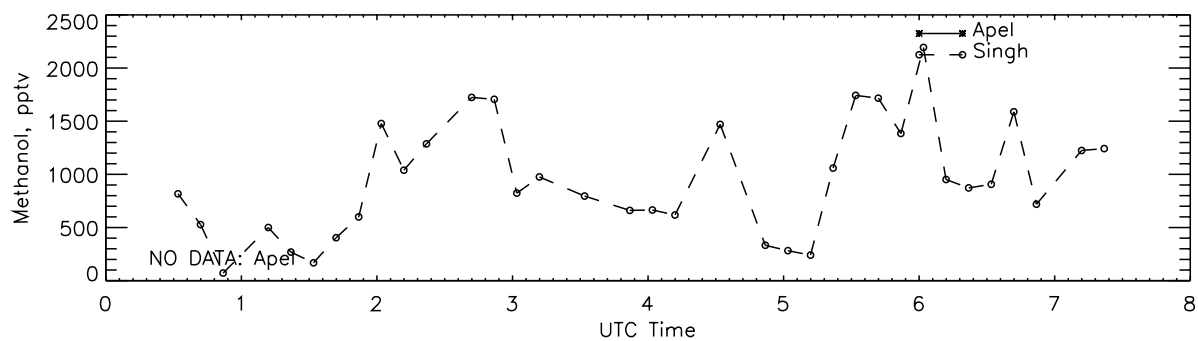
FINAL DATA: TRACE-P DC-8 Flight 17



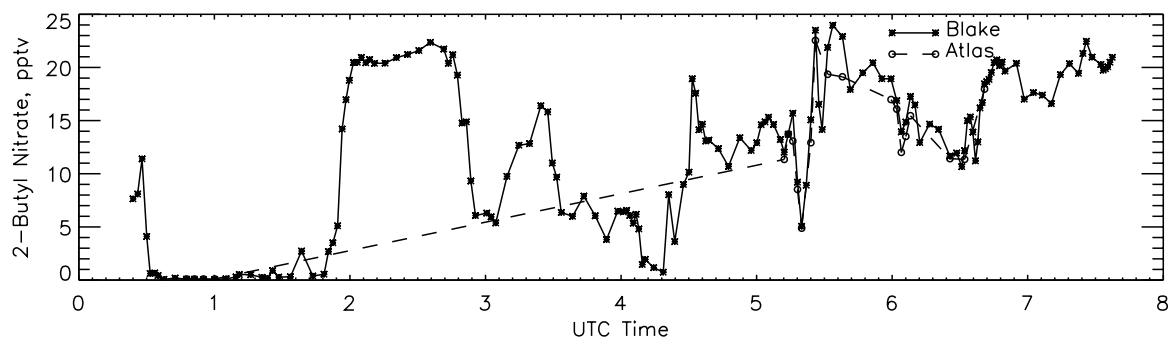
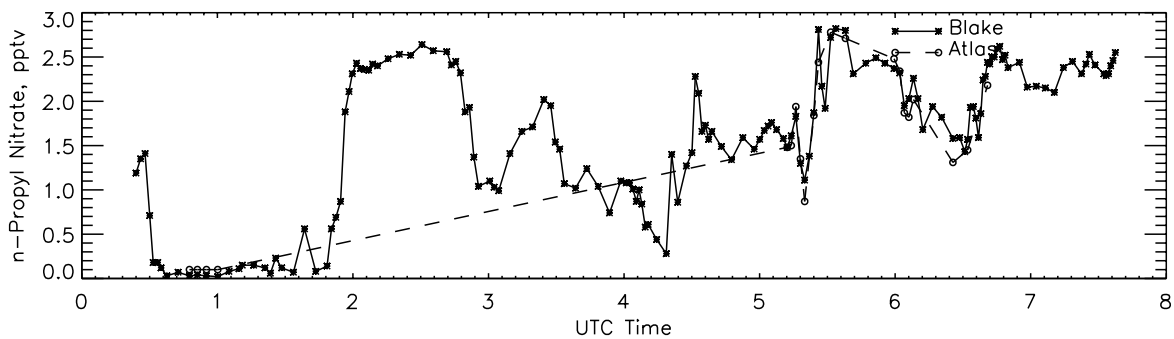
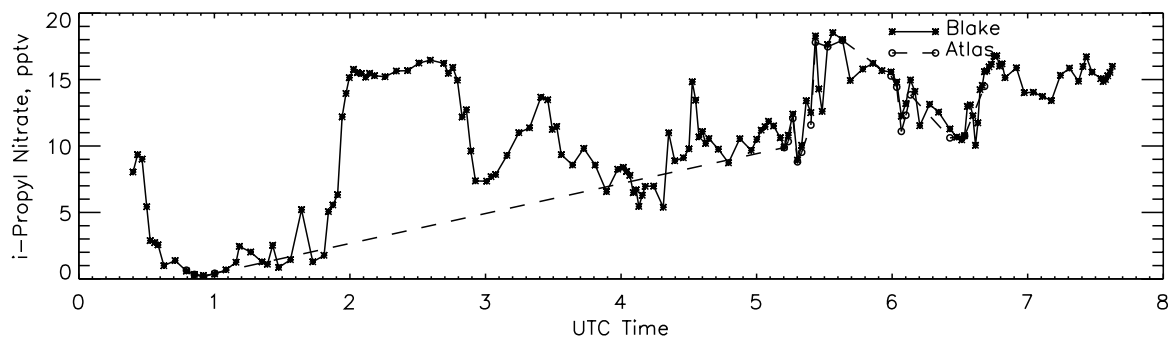
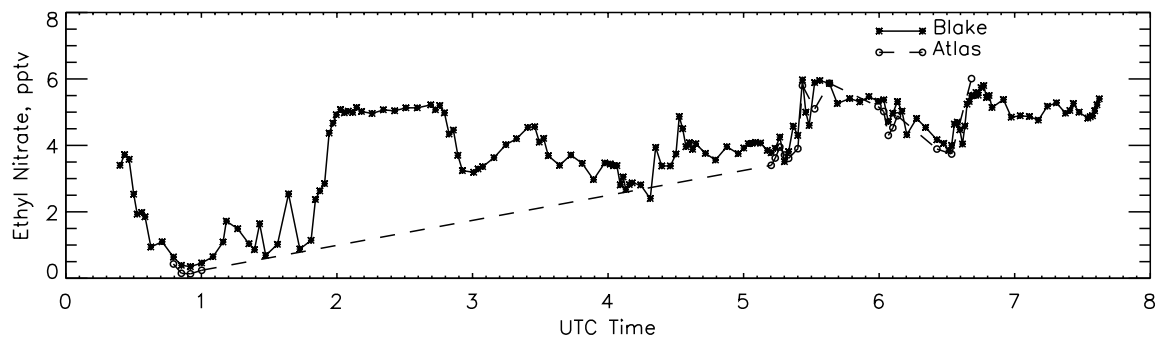
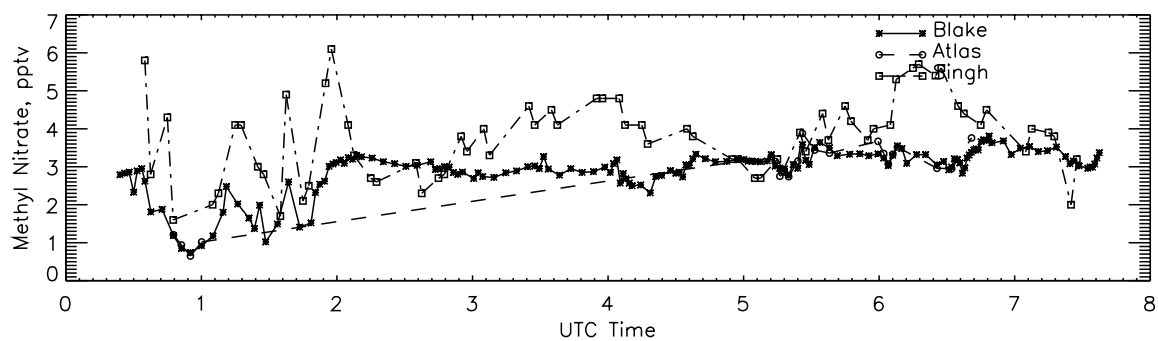
FINAL DATA: TRACE-P DC-8 Flight 17



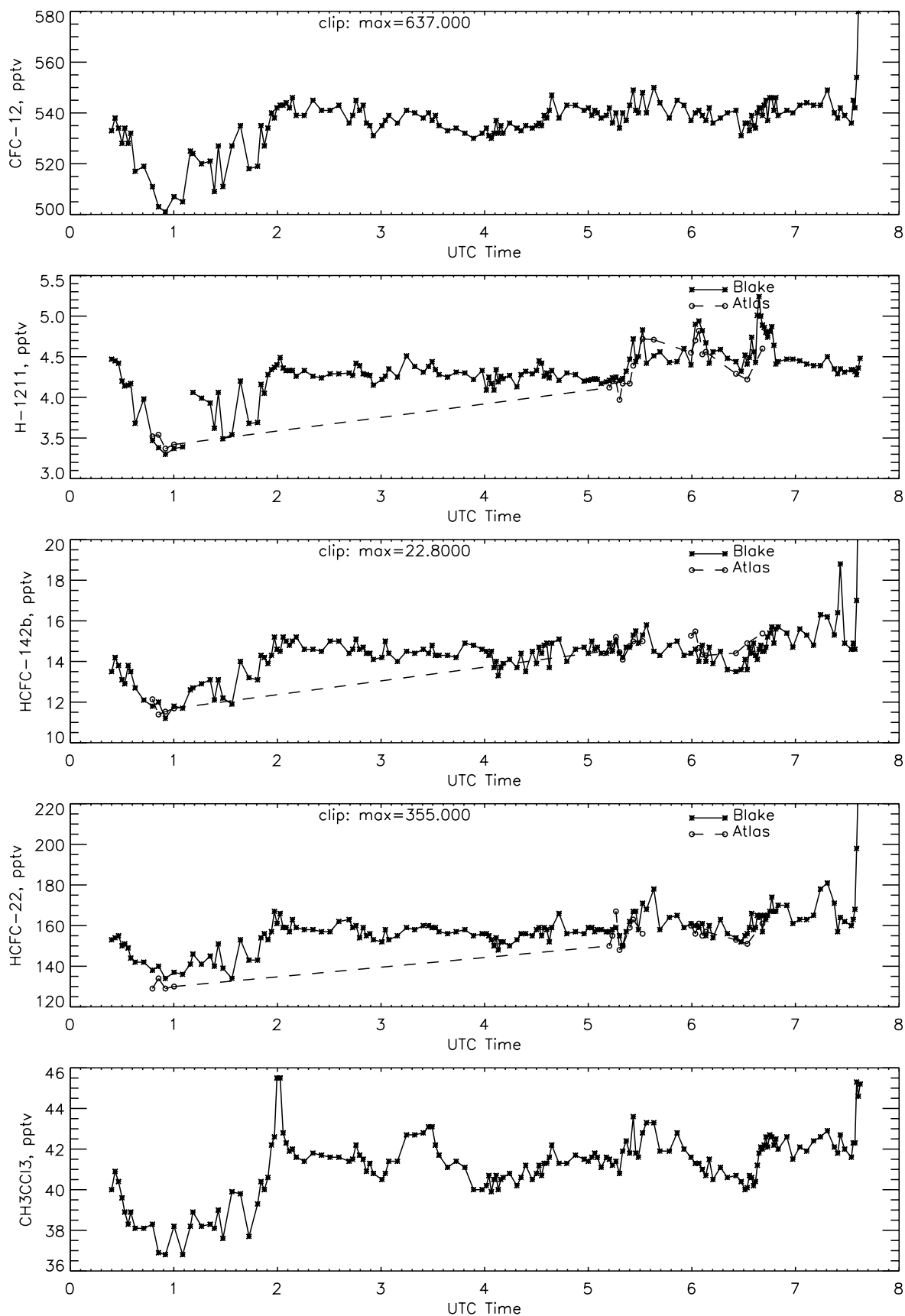
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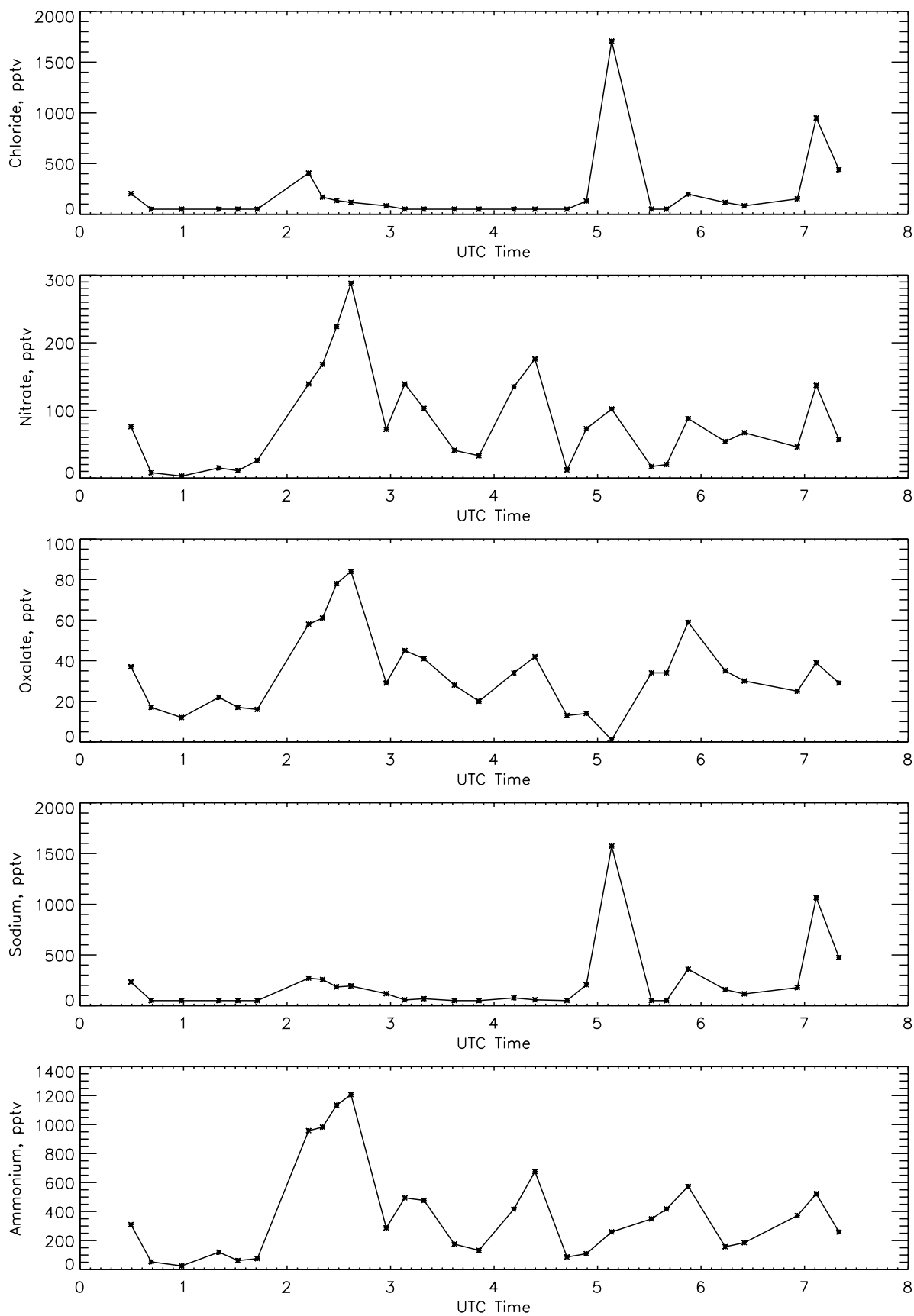
FINAL DATA: TRACE-P DC-8 Flight 17



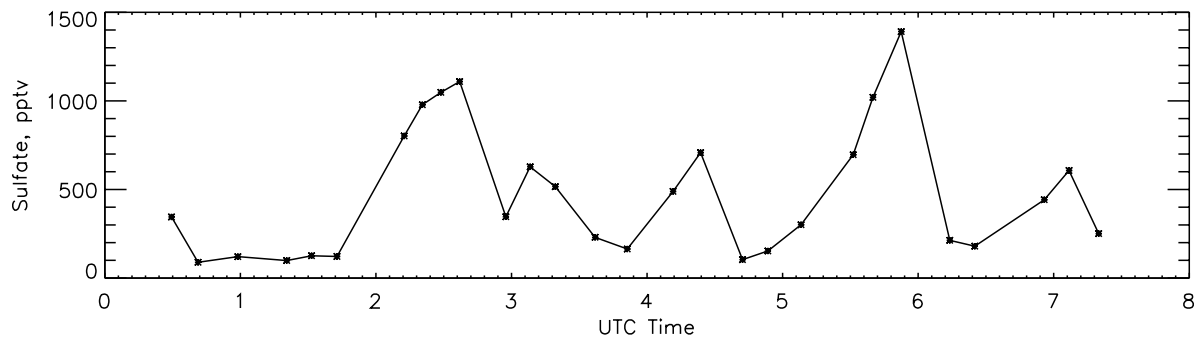
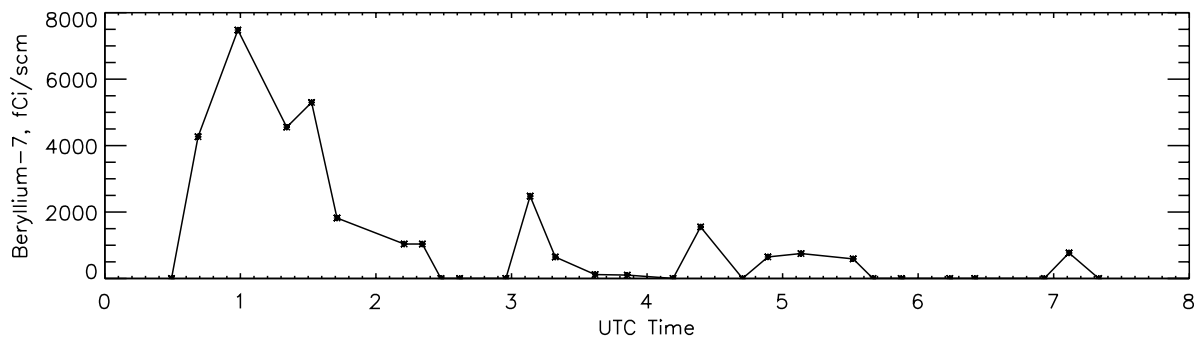
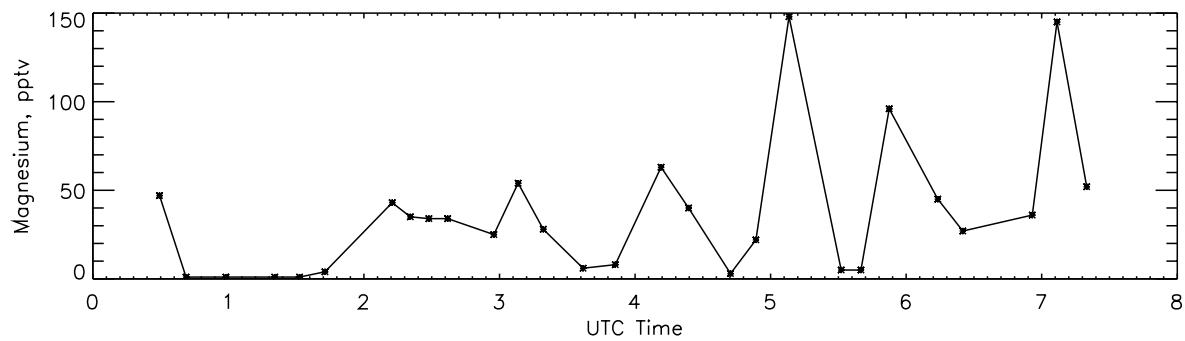
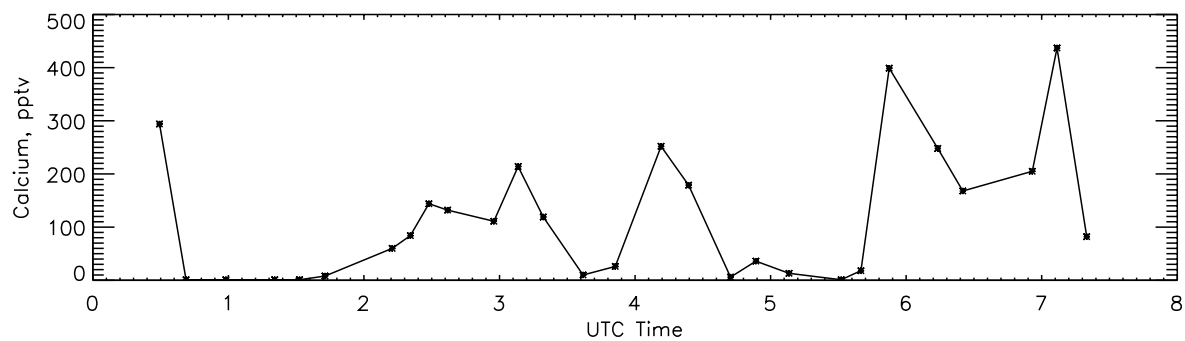
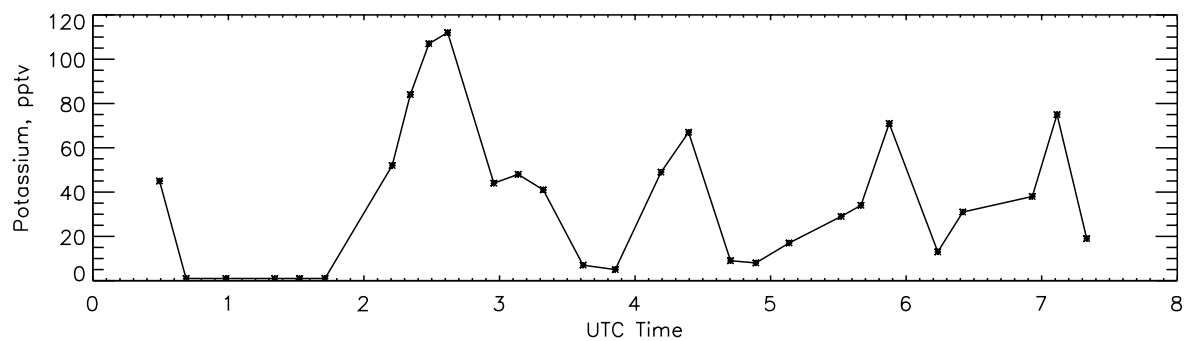
FINAL DATA: TRACE-P DC-8 Flight 17



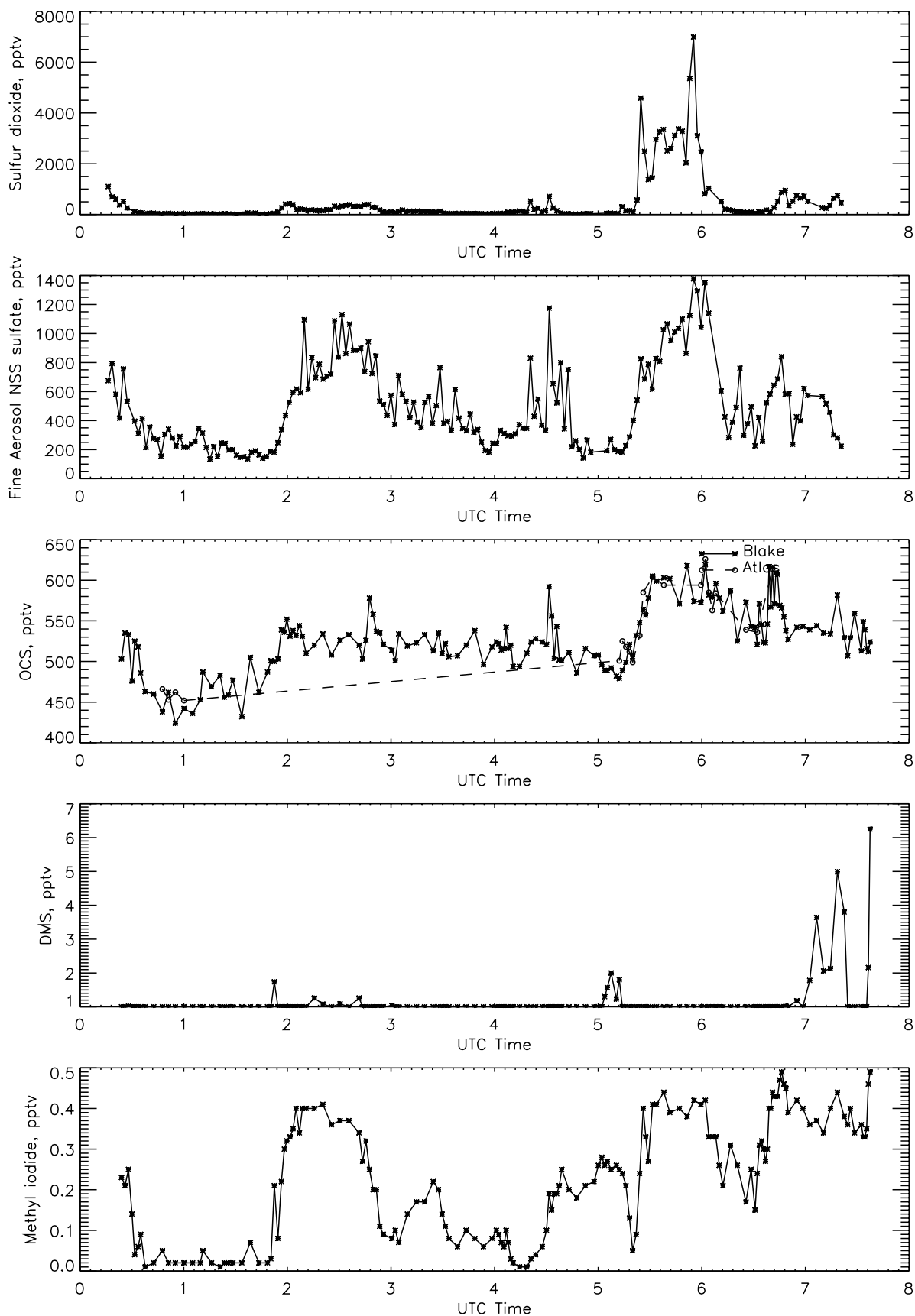
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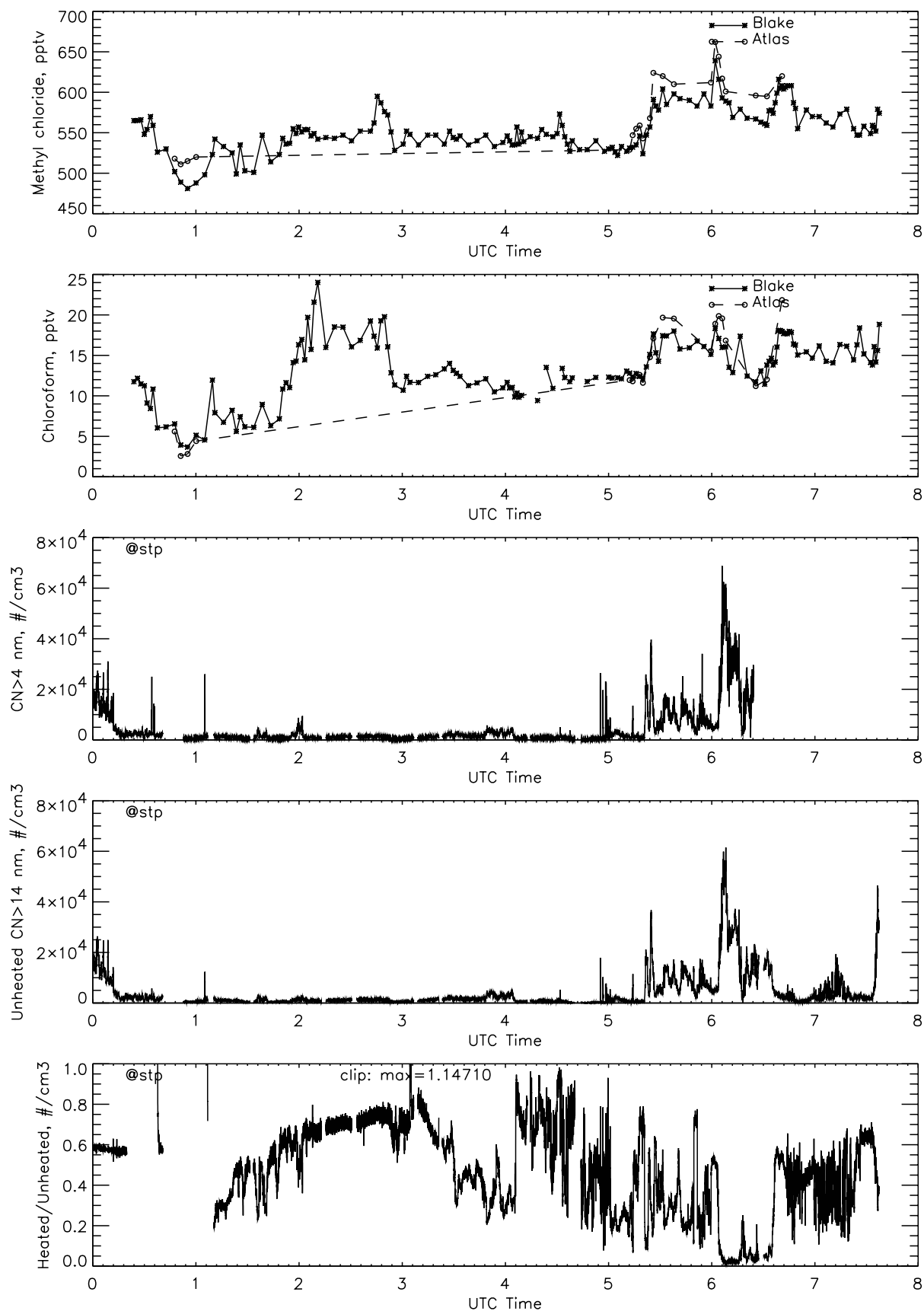
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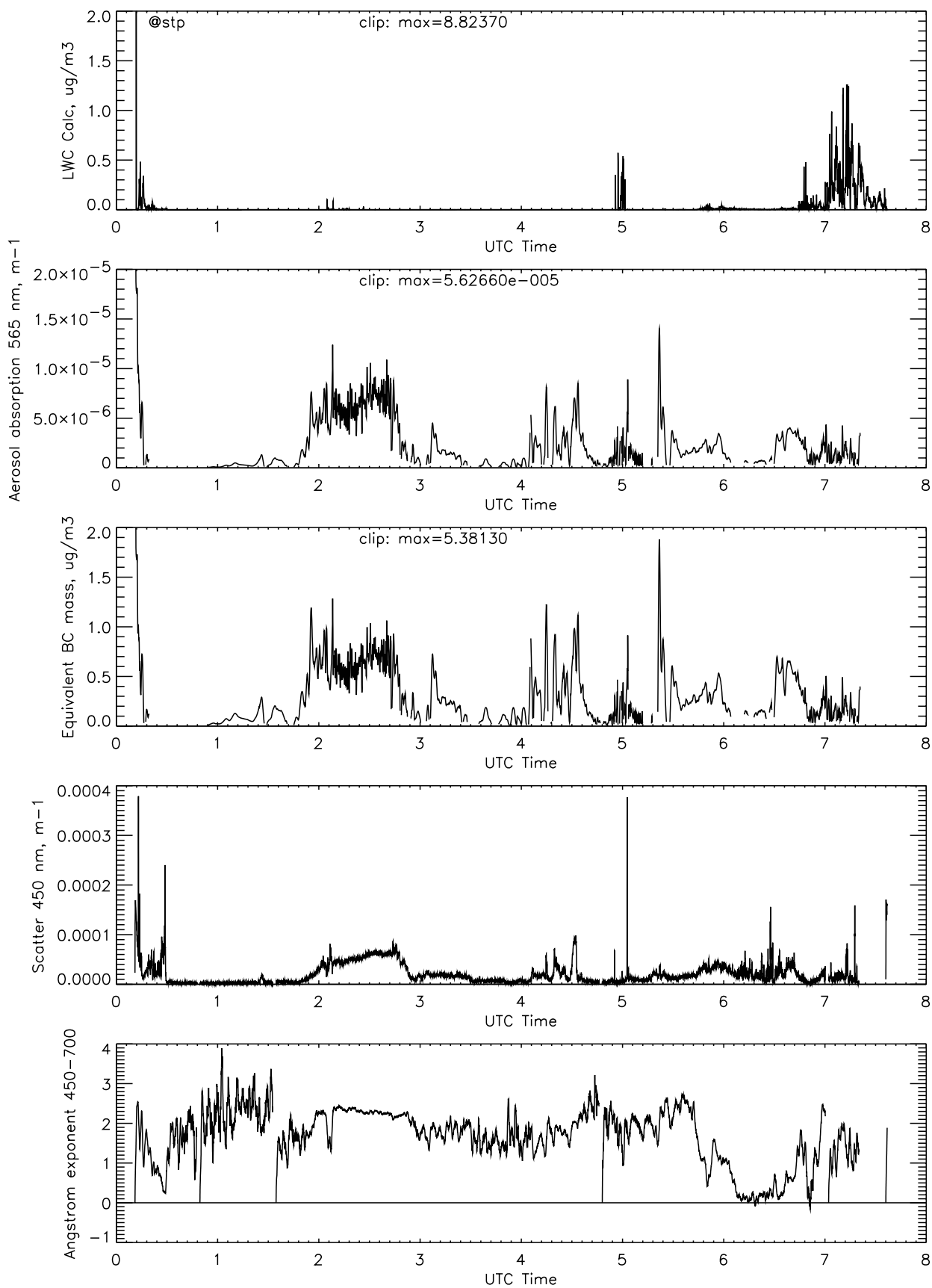
FINAL DATA: TRACE-P DC-8 Flight 17



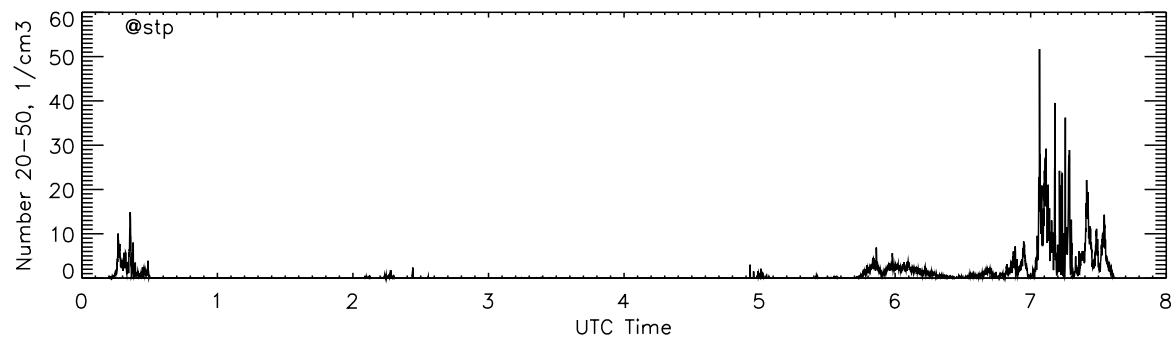
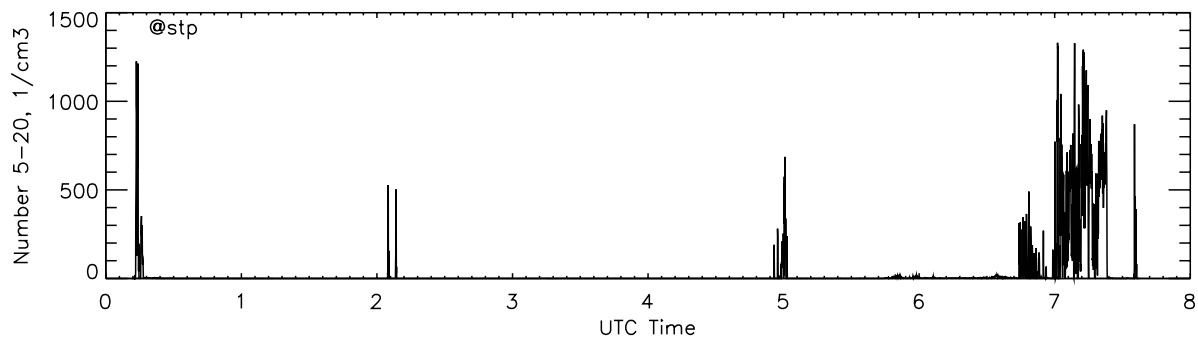
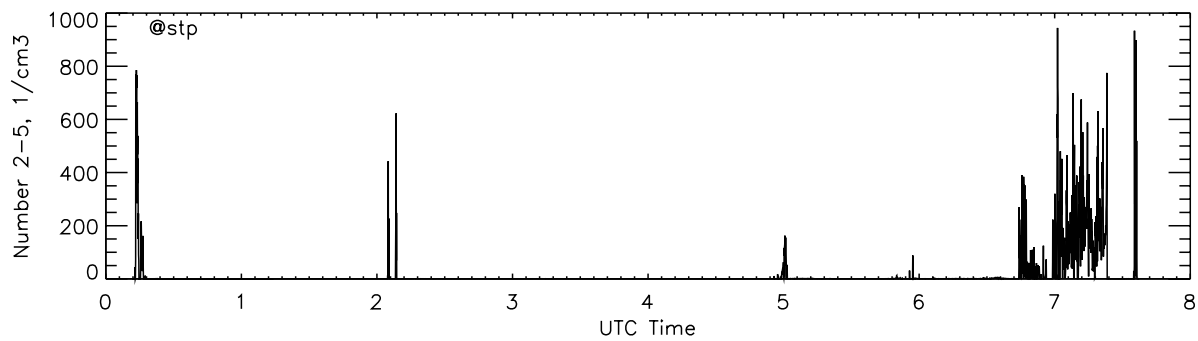
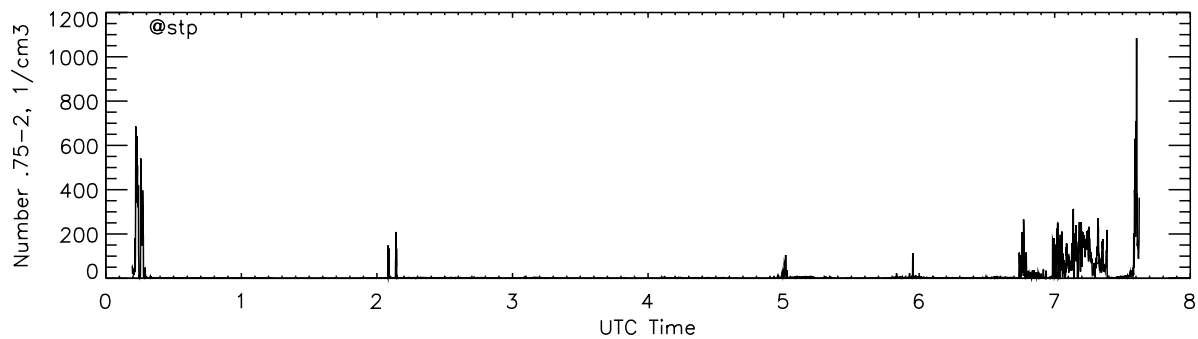
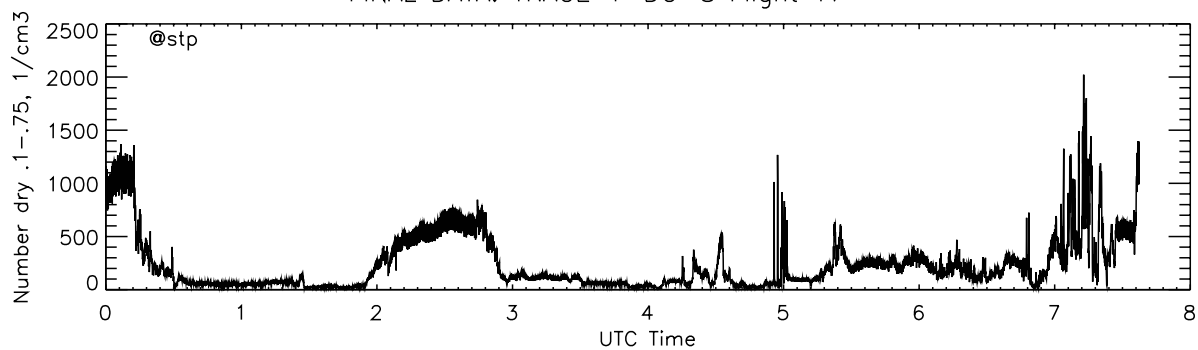
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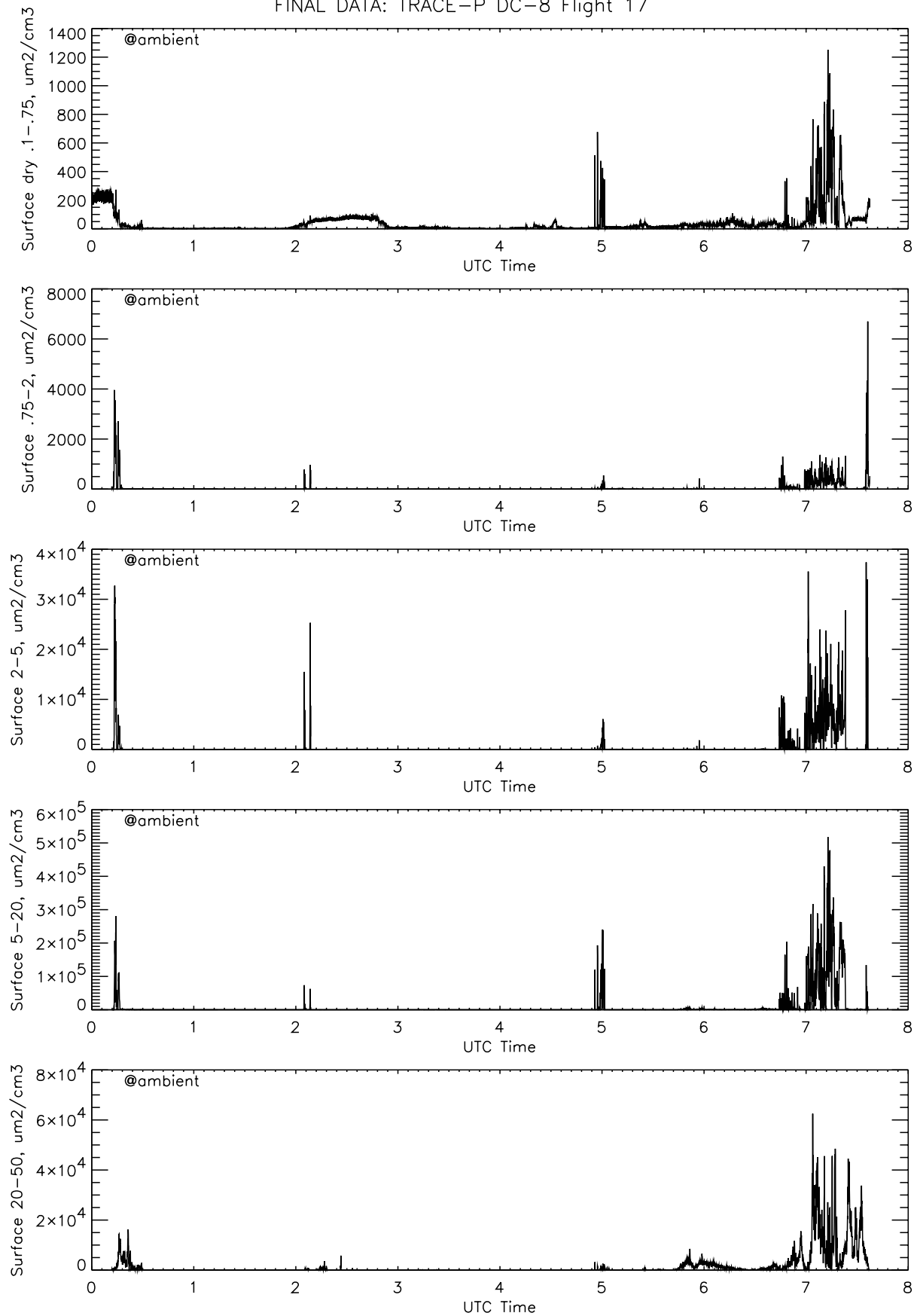
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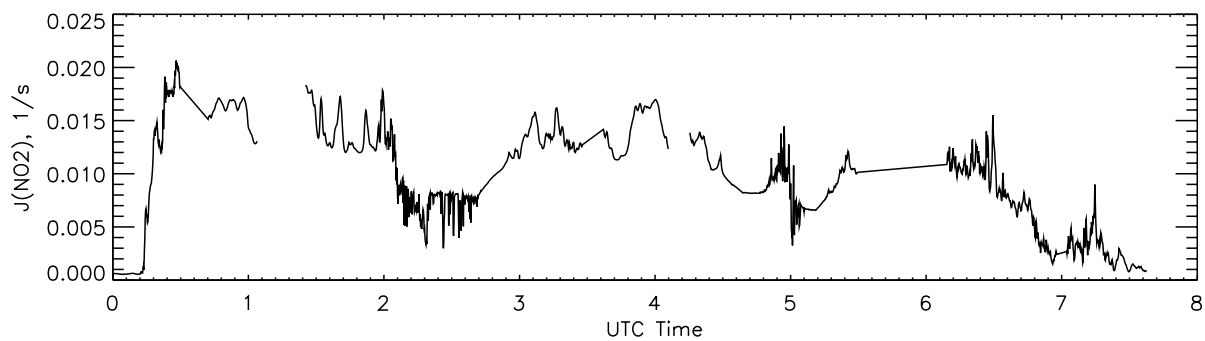
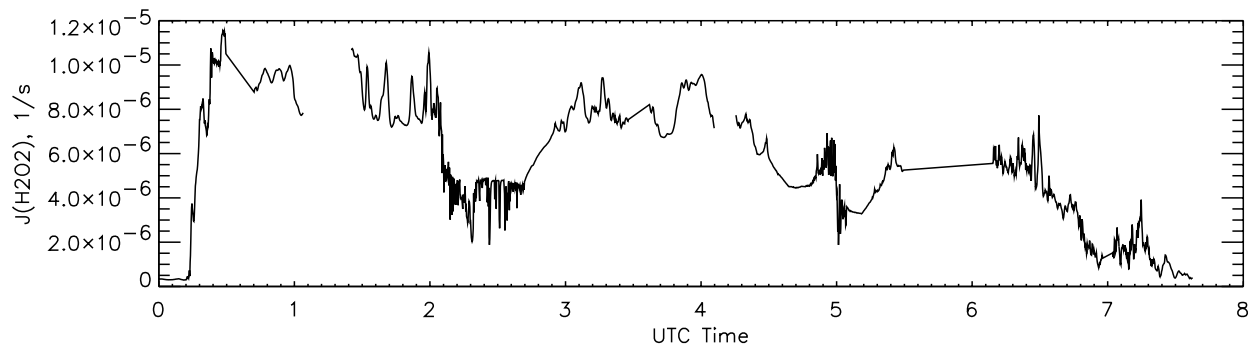
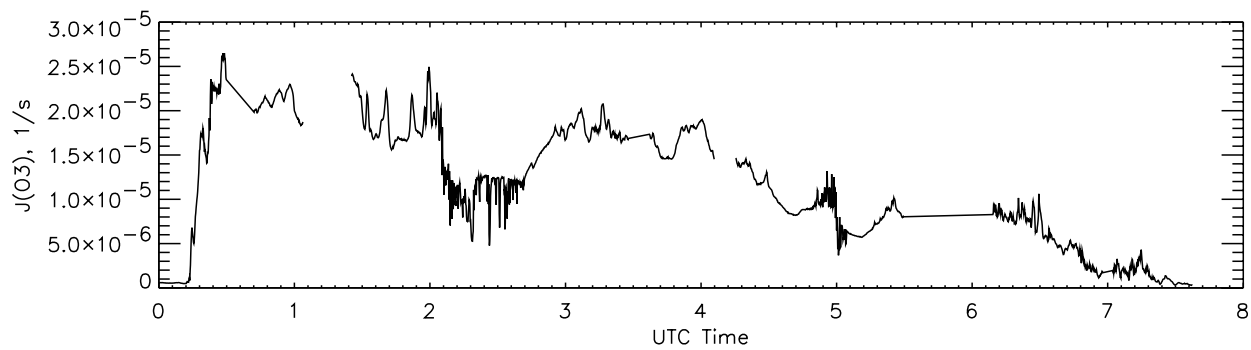
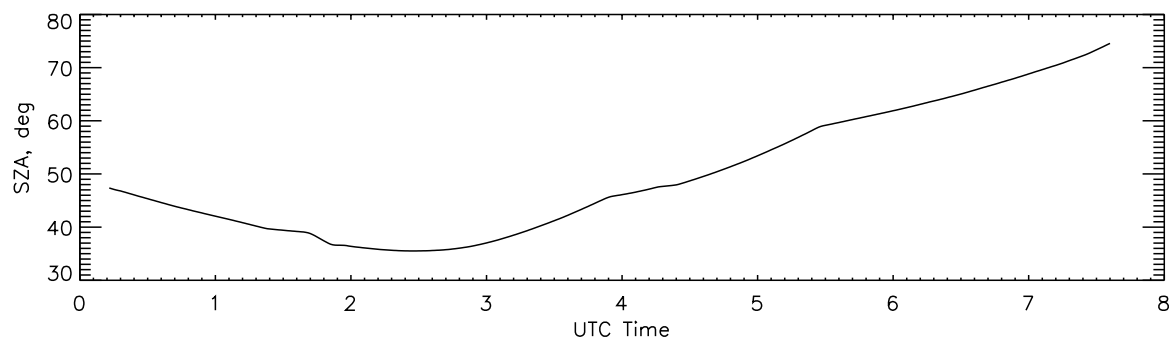
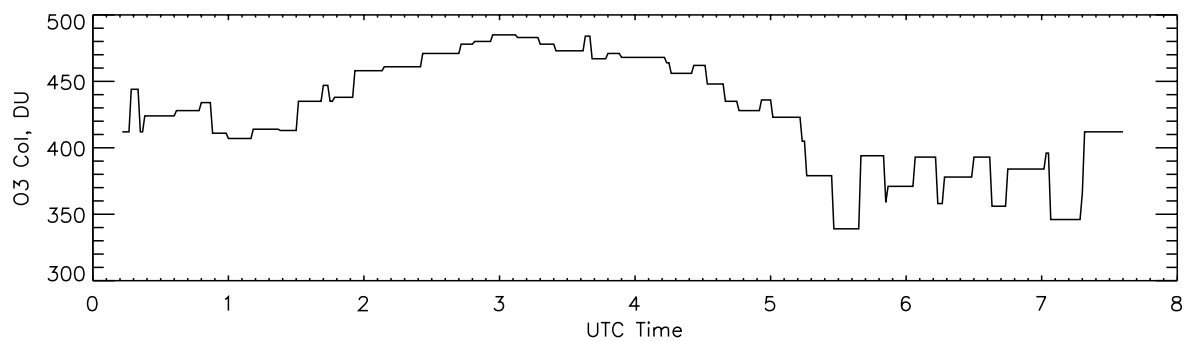
FINAL DATA: TRACE-P DC-8 Flight 17



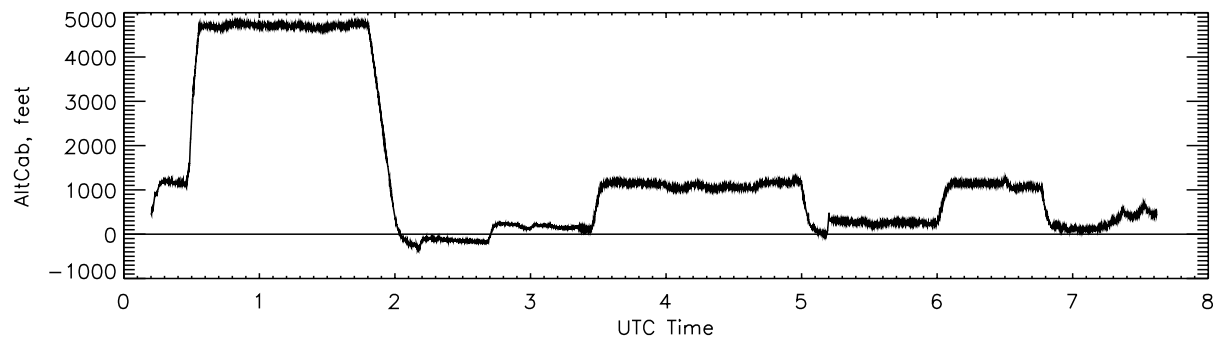
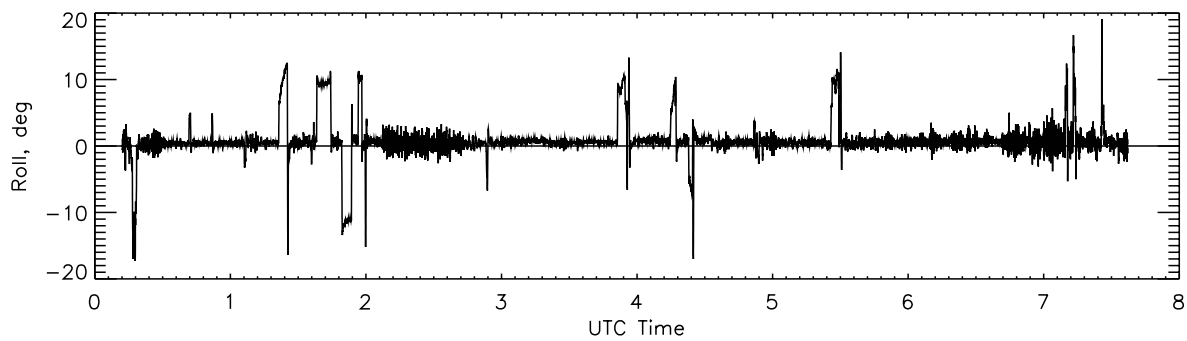
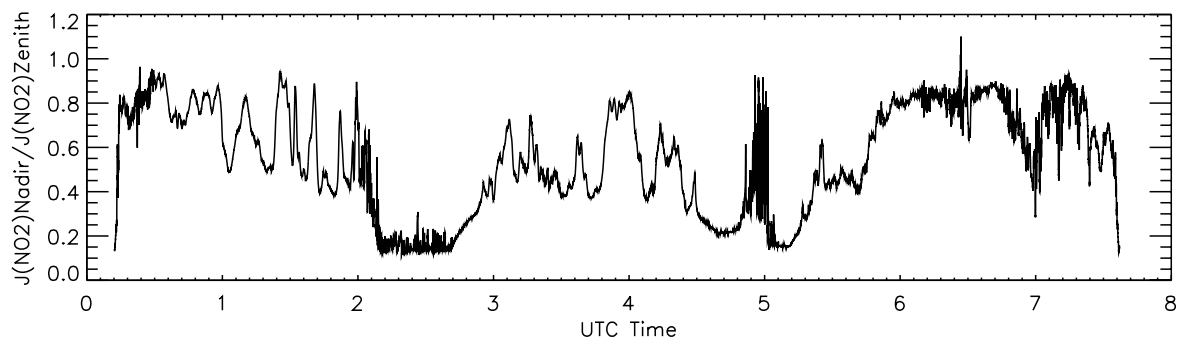
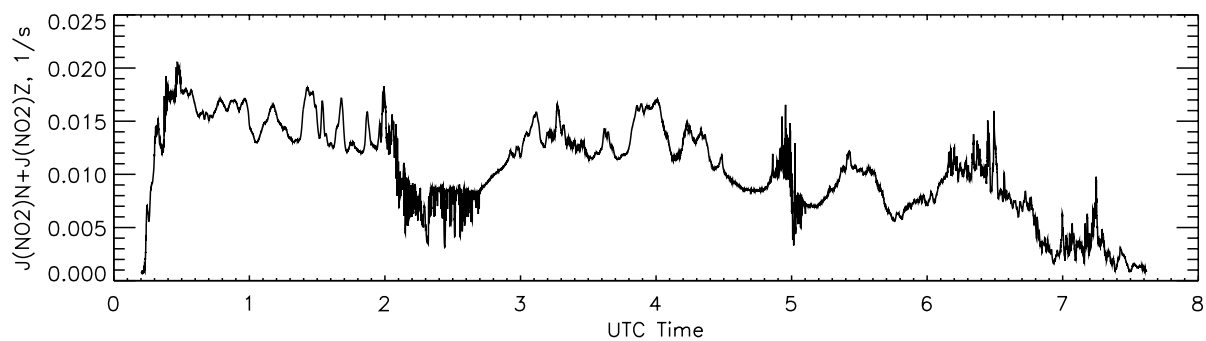
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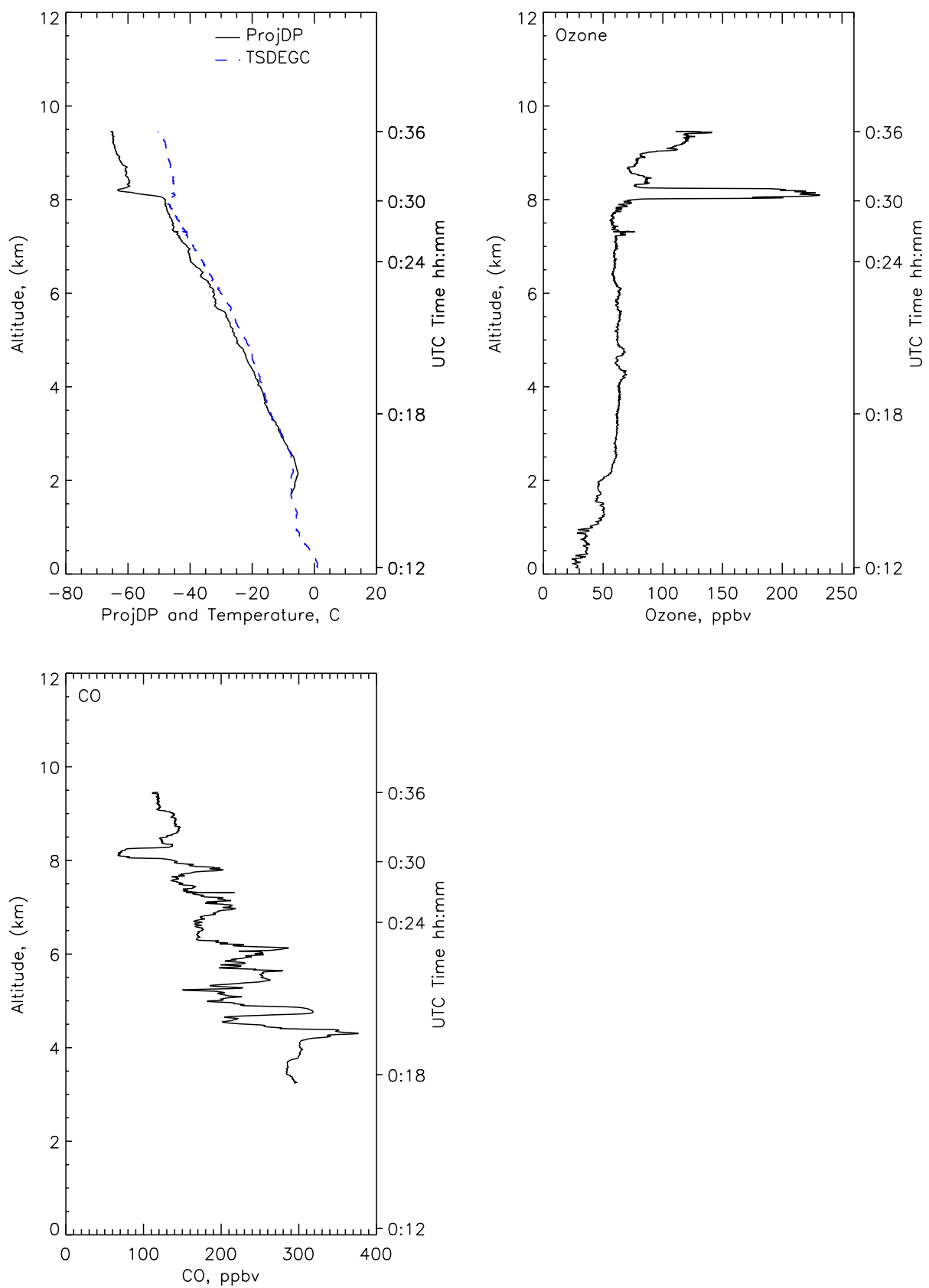
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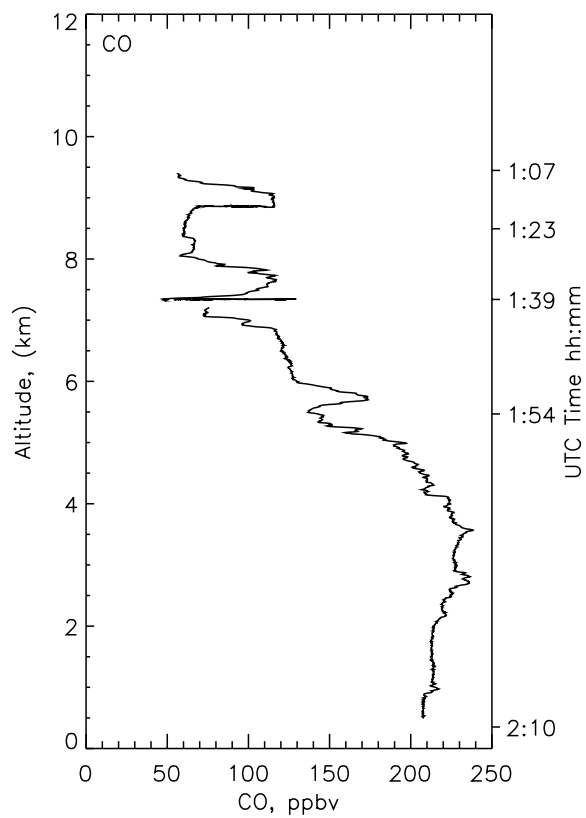
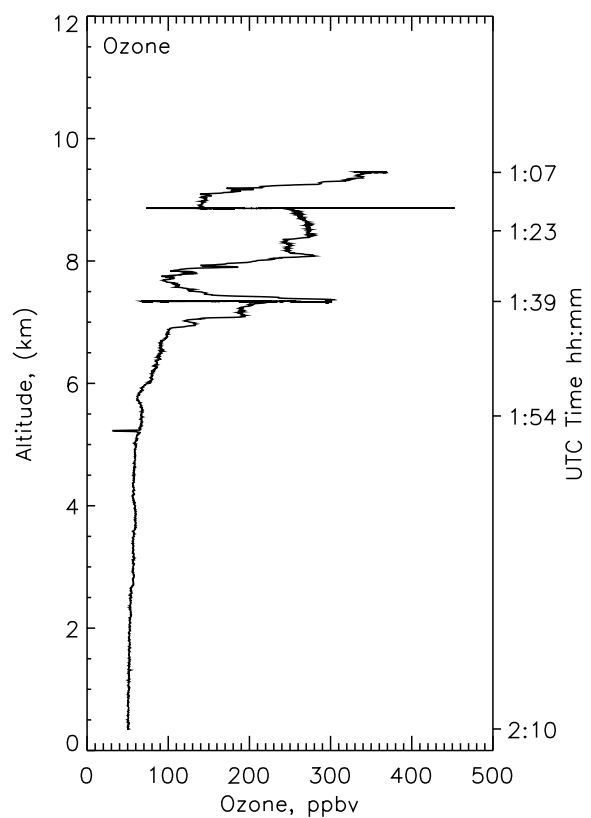
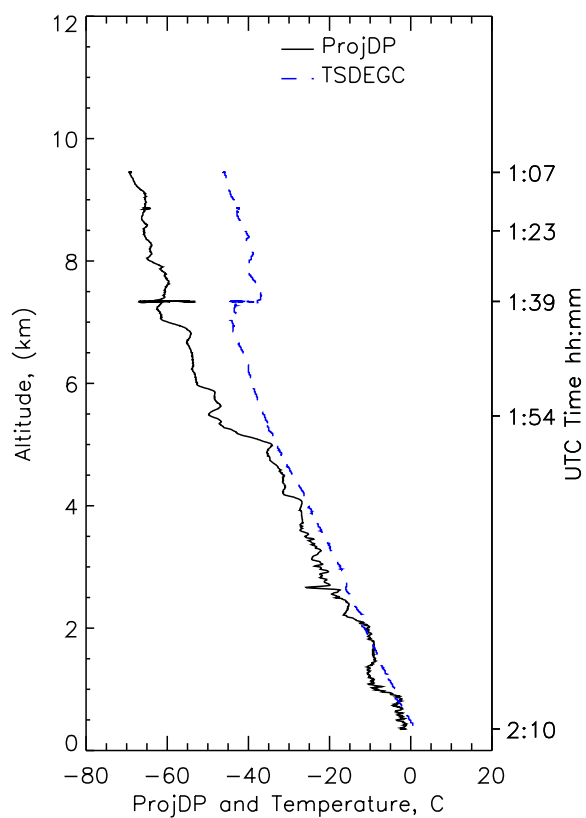
FINAL DATA: TRACE-P DC-8 Flight 17



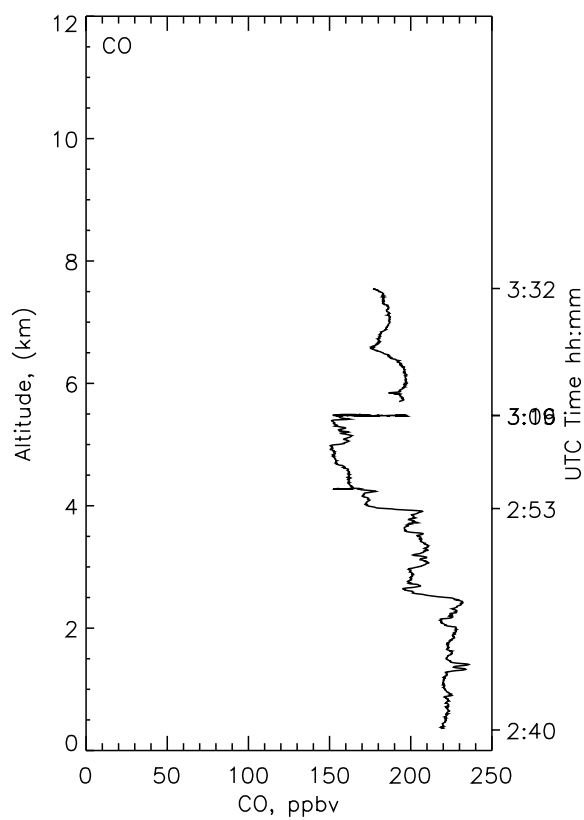
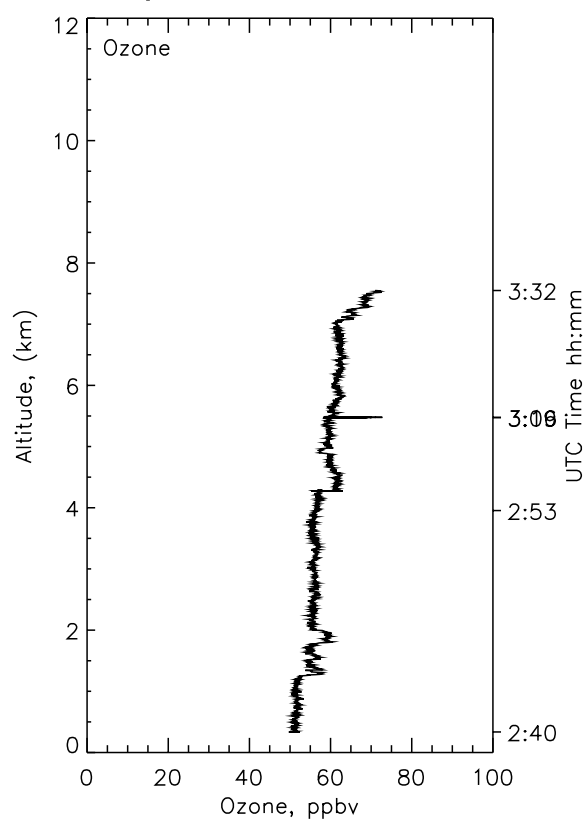
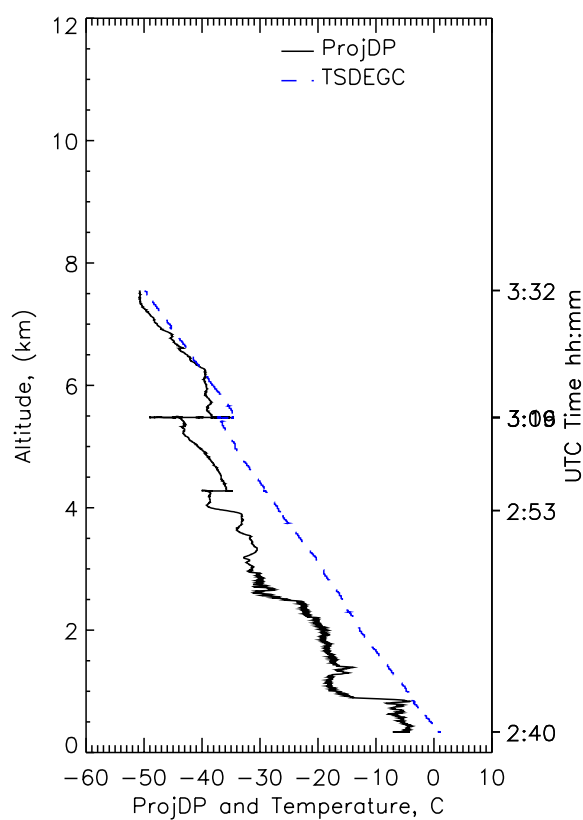
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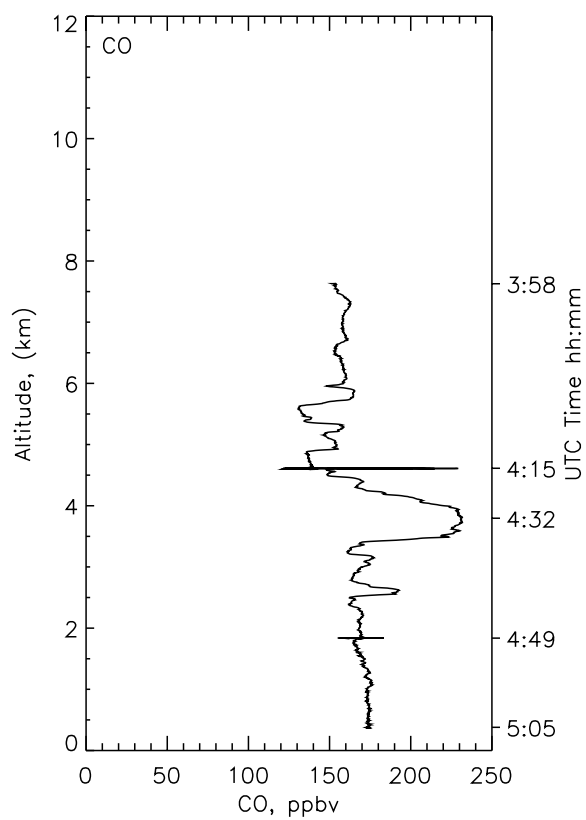
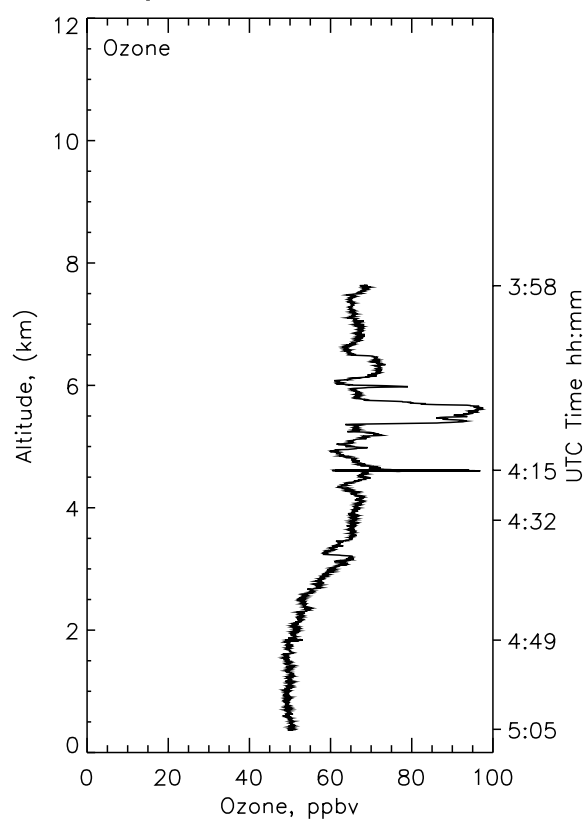
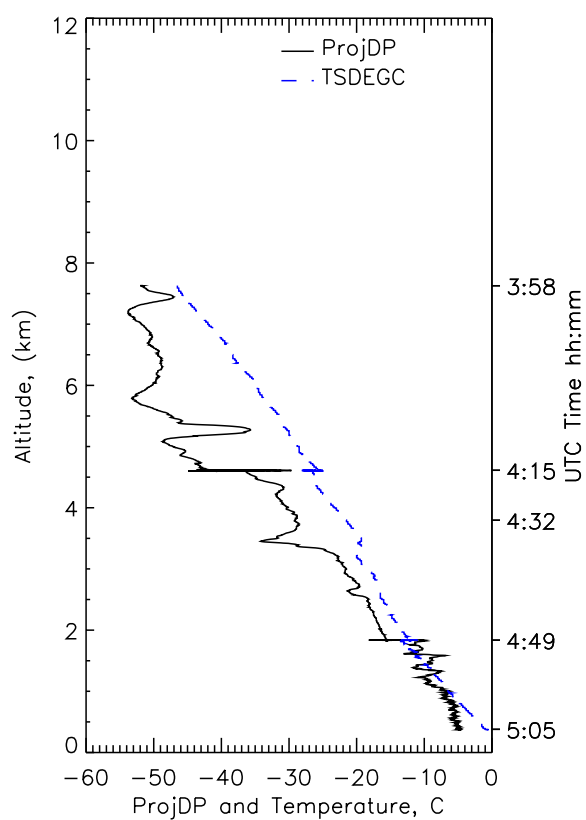
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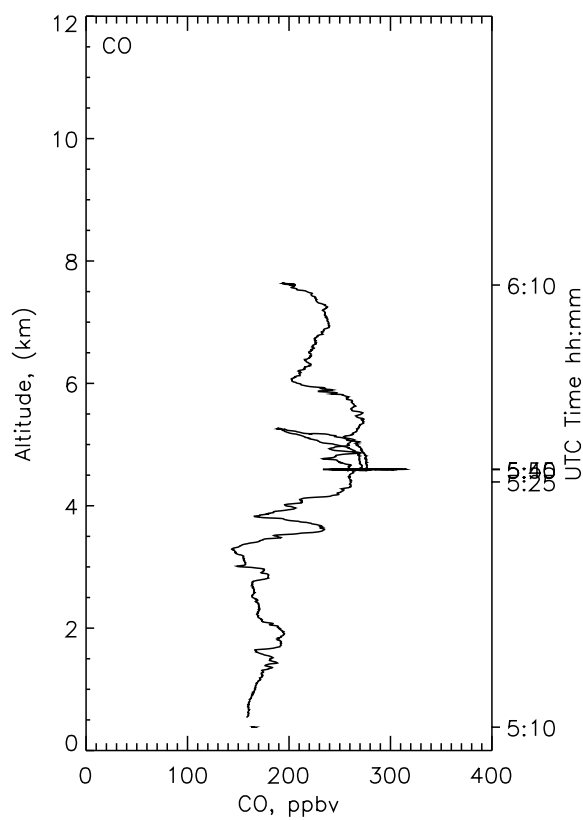
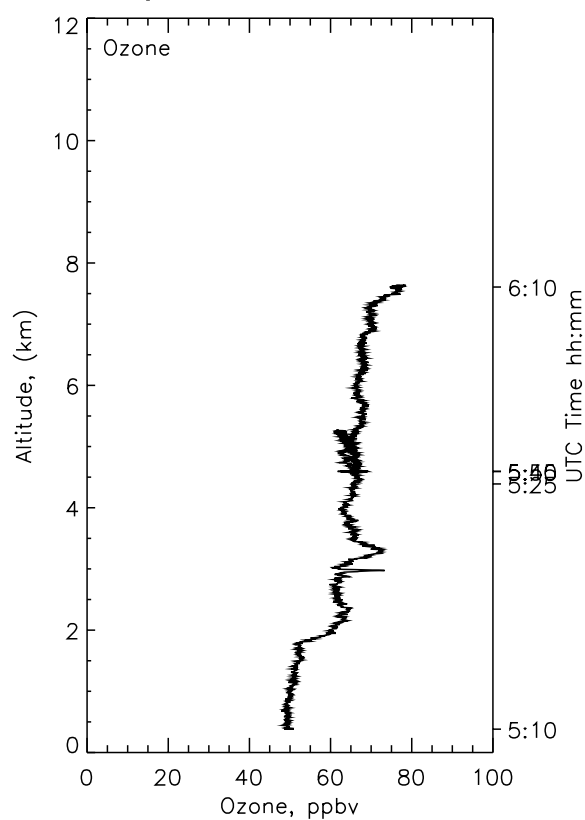
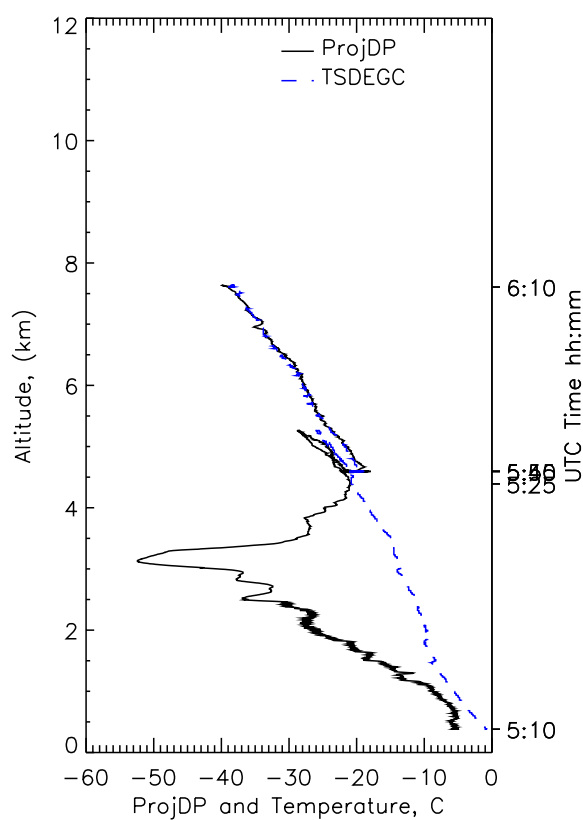
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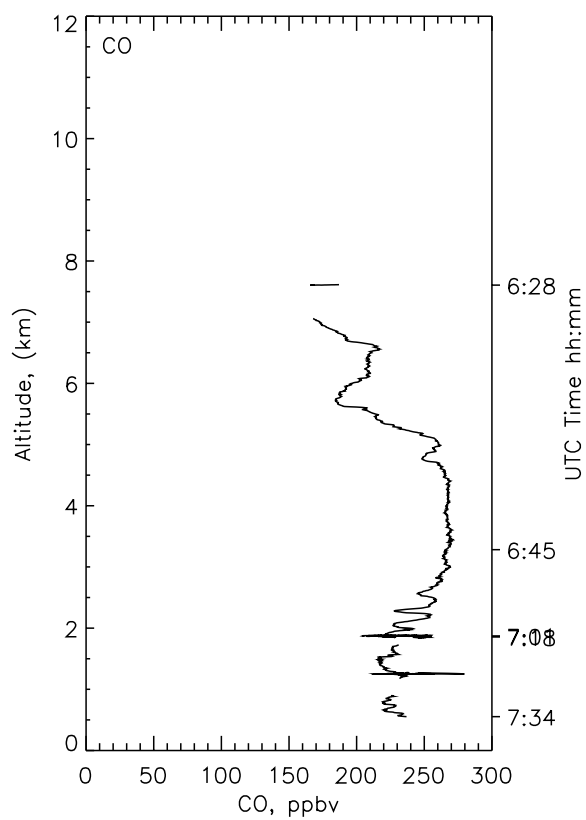
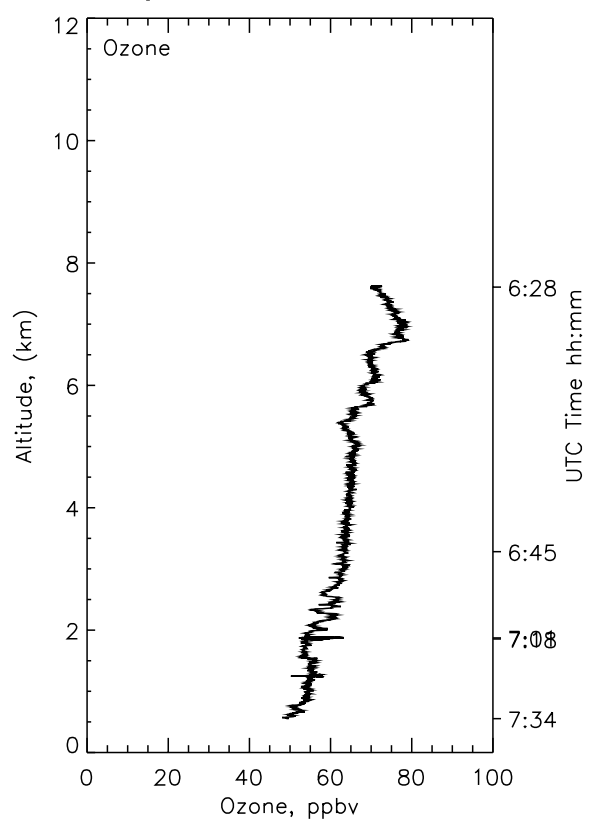
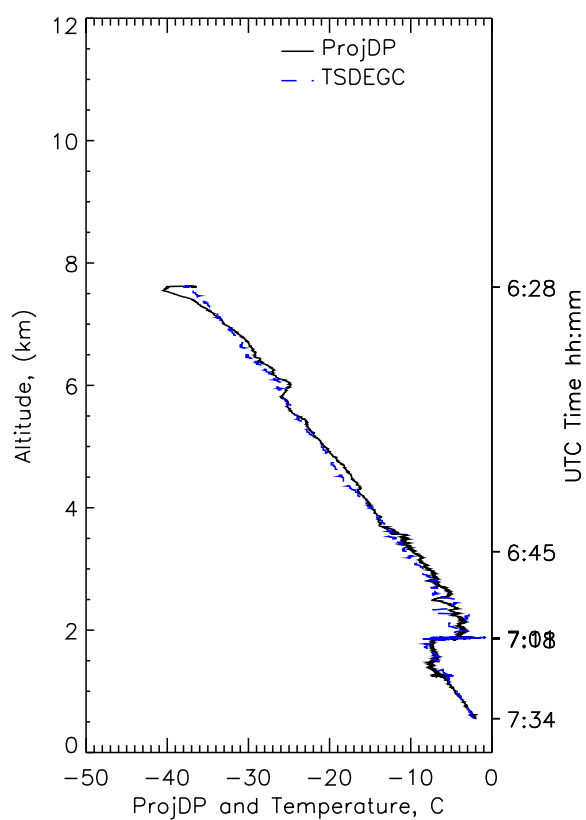
Profile # 4 TRACE-P DC-8 Flight 17



Profile # 5 TRACE-P DC-8 Flight 17



Profile # 6 TRACE-P DC-8 Flight 17



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

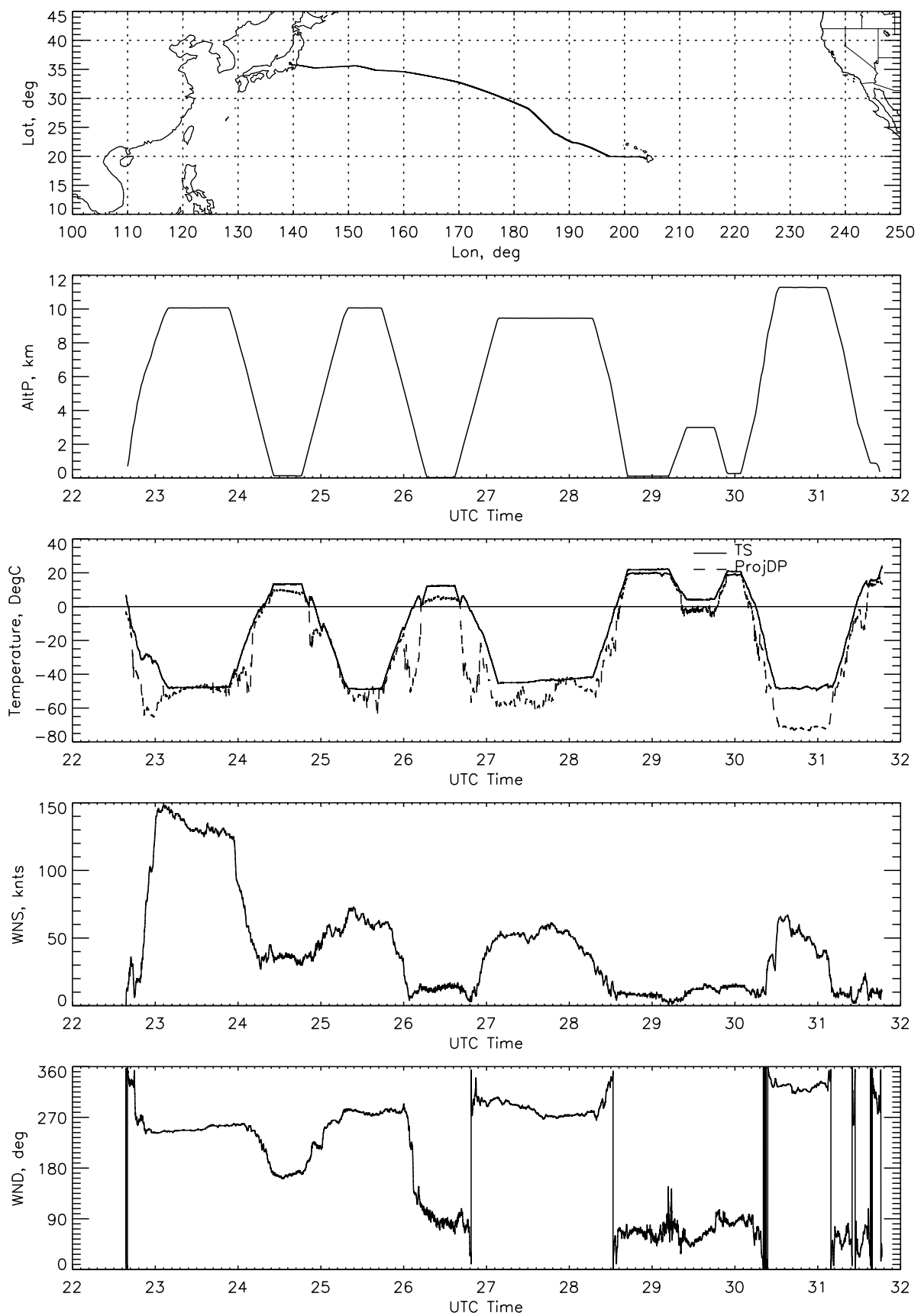
Flight 18D

Transit: Yokota AFB, Japan to Kona, HI

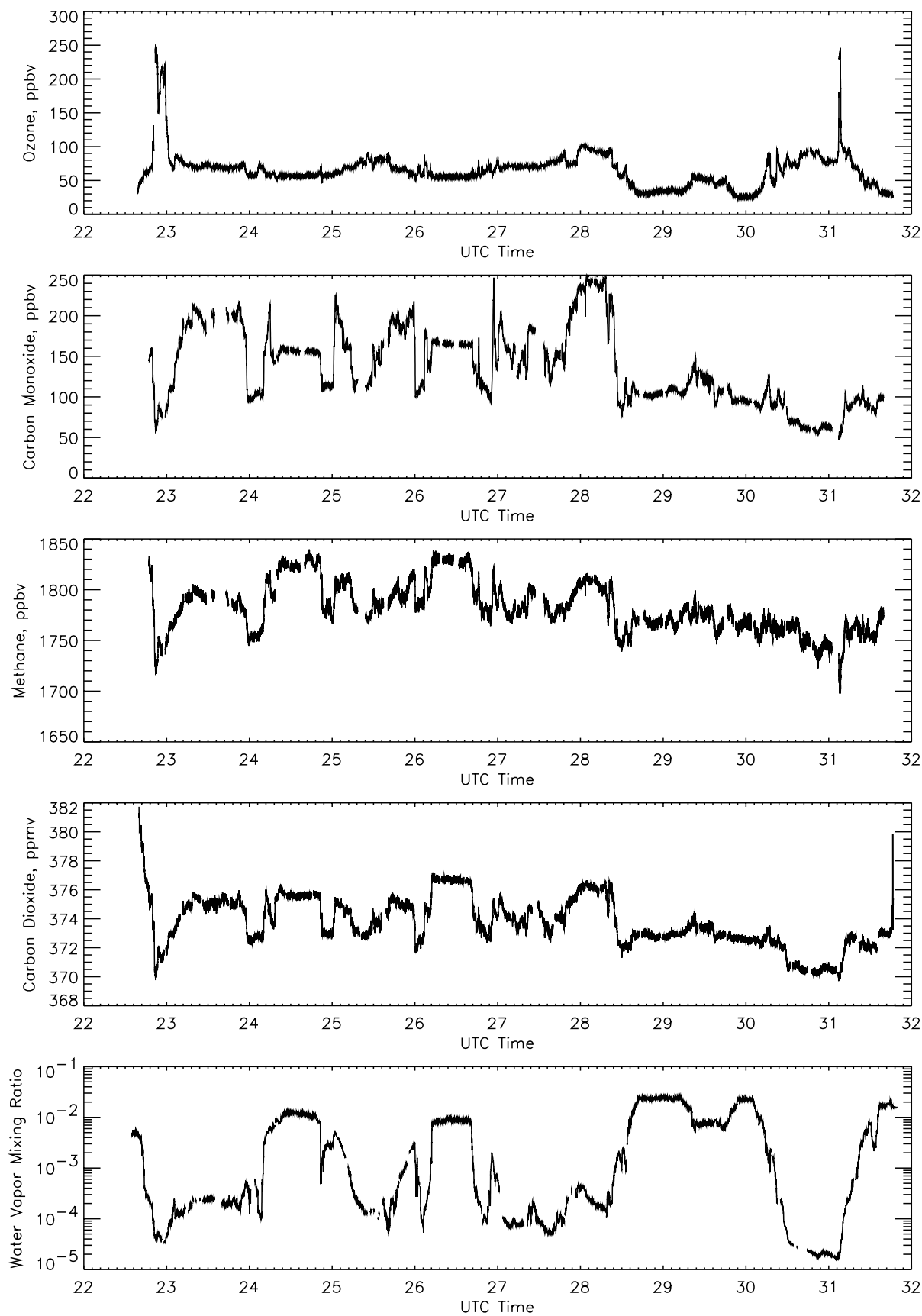
High Altitude Asian Outflow and
Sunset MBL Chemistry

April 3, 2001

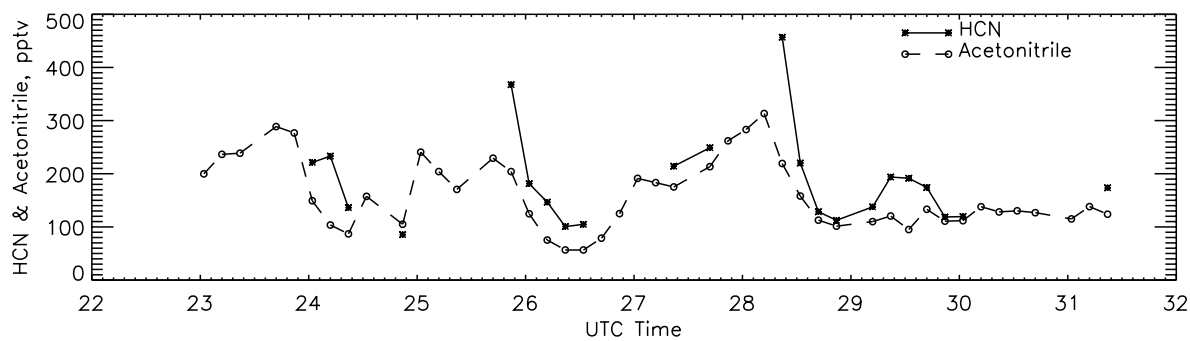
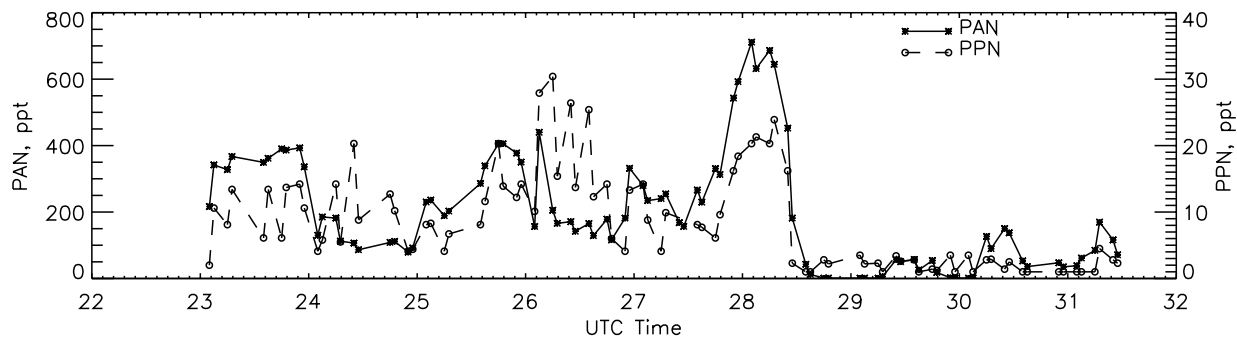
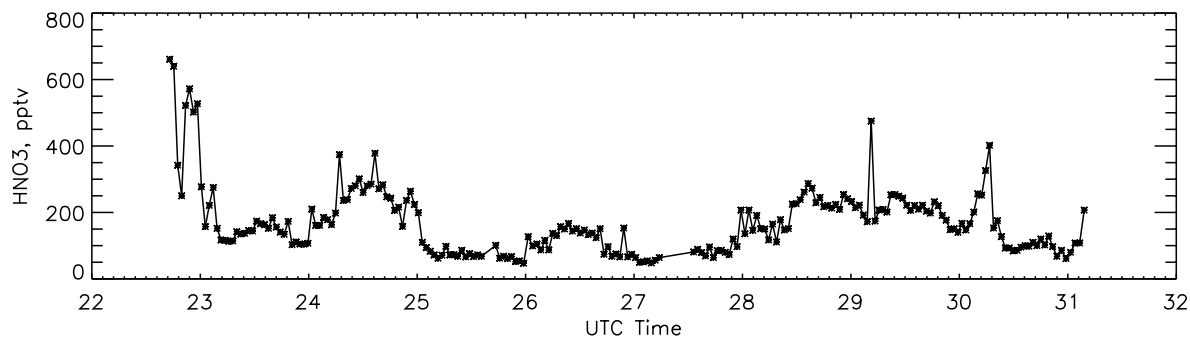
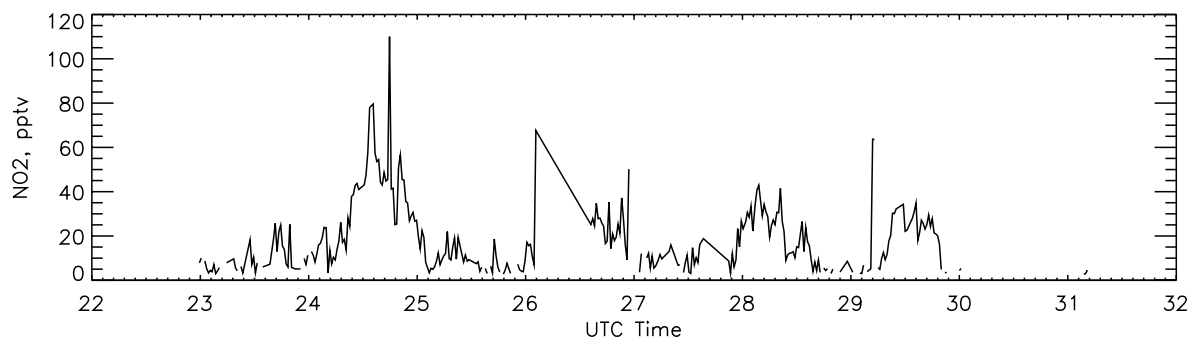
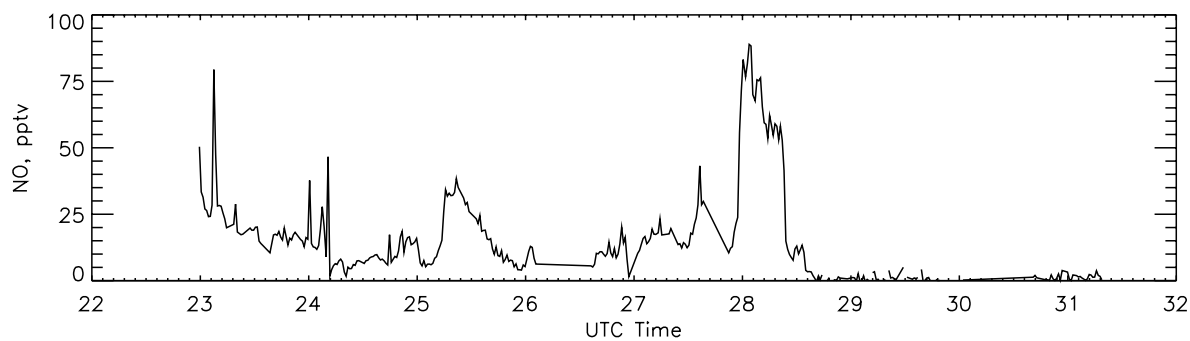
FINAL DATA: TRACE-P DC-8 Flight 18



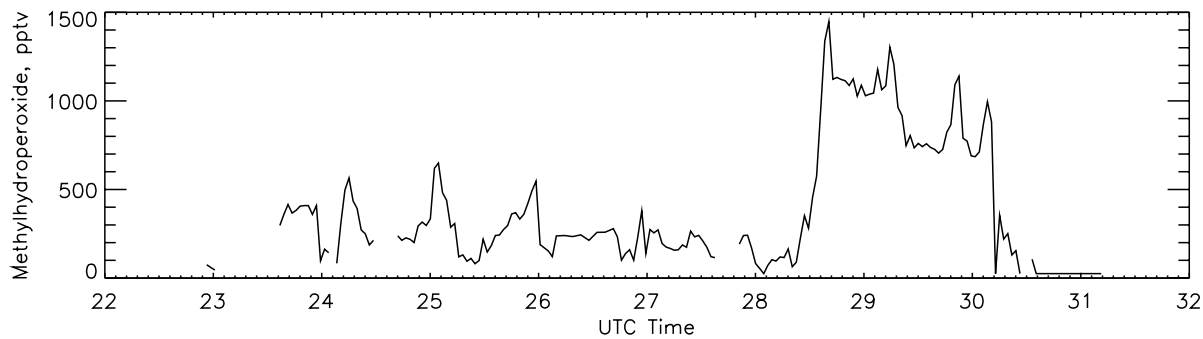
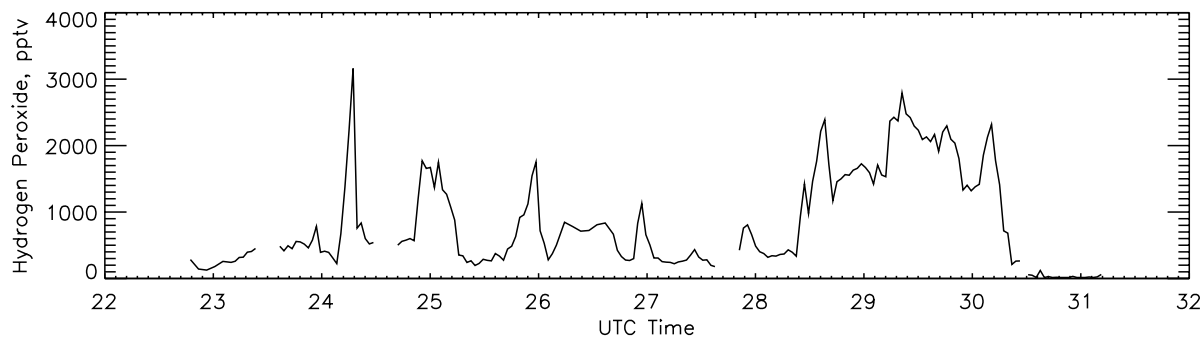
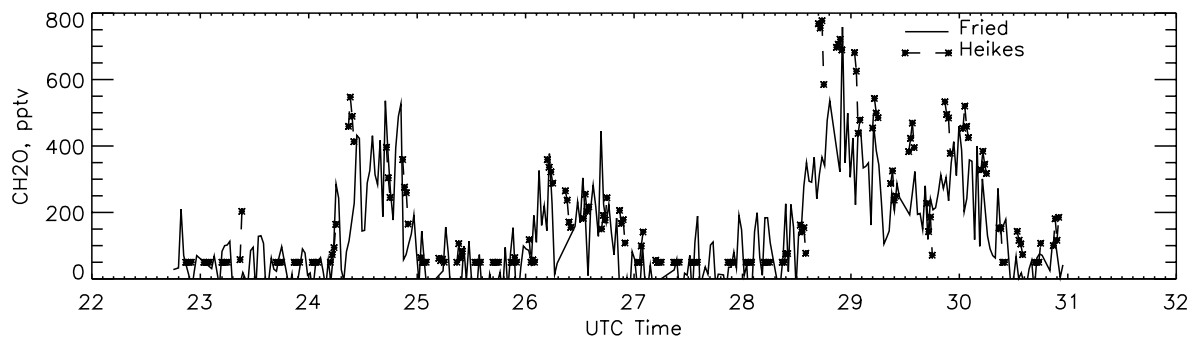
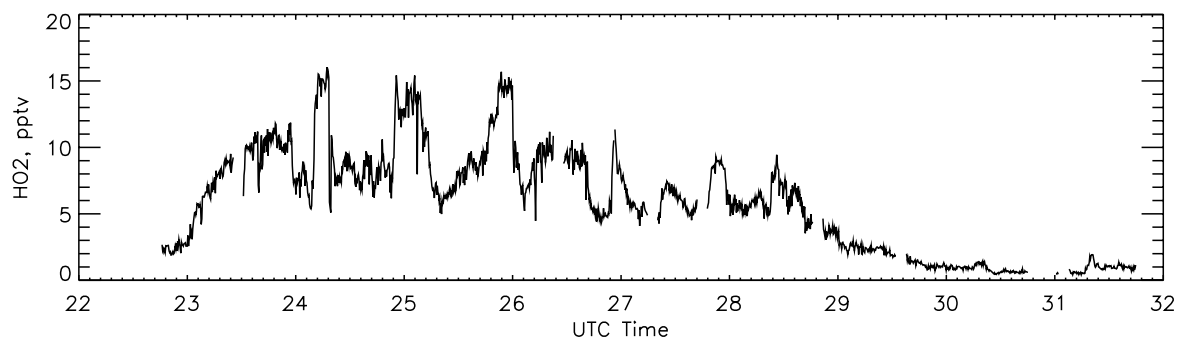
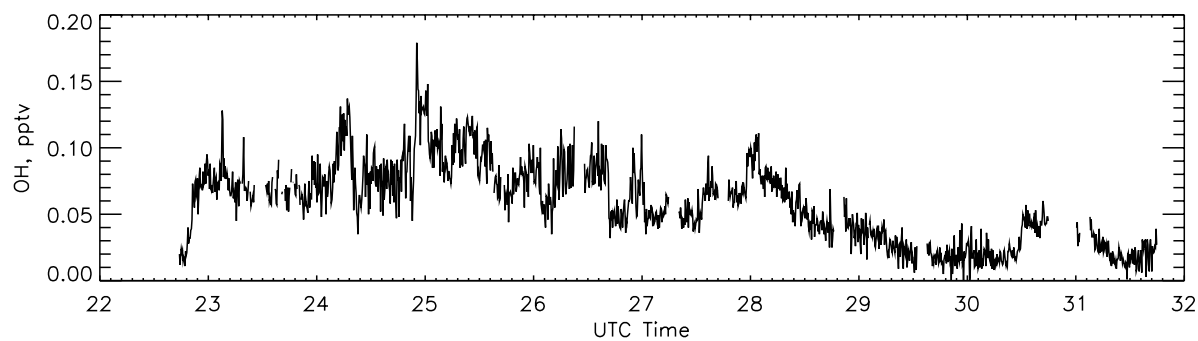
FINAL DATA: TRACE-P DC-8 Flight 18



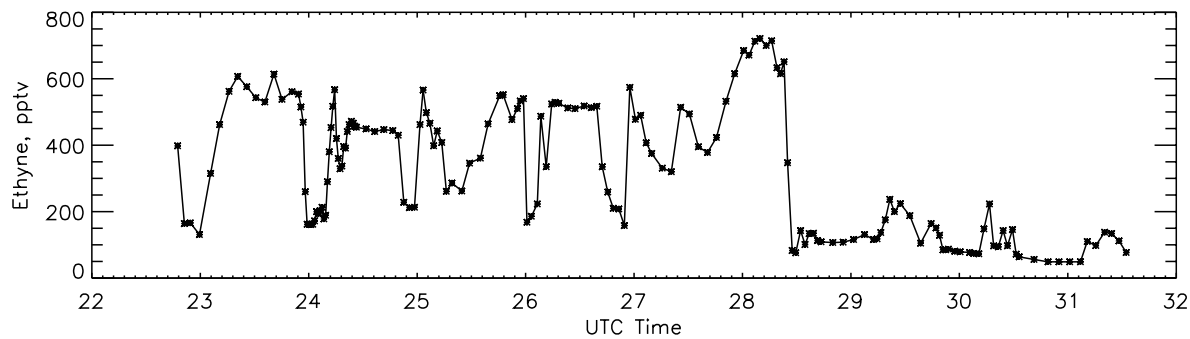
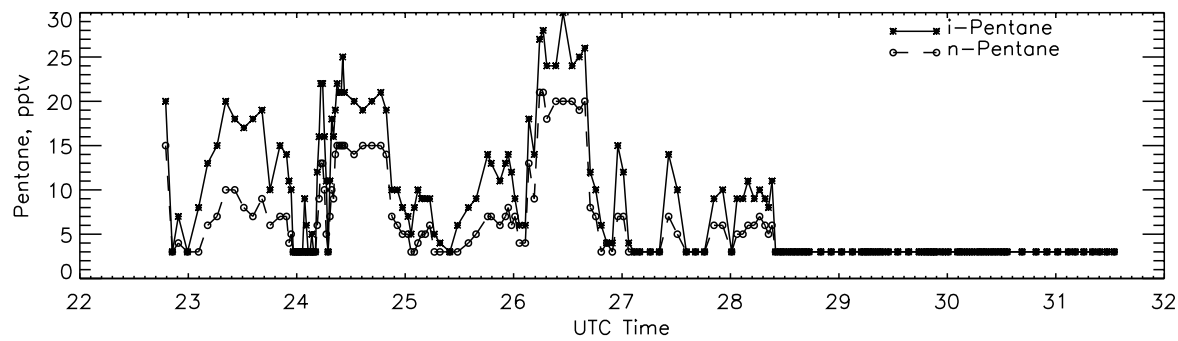
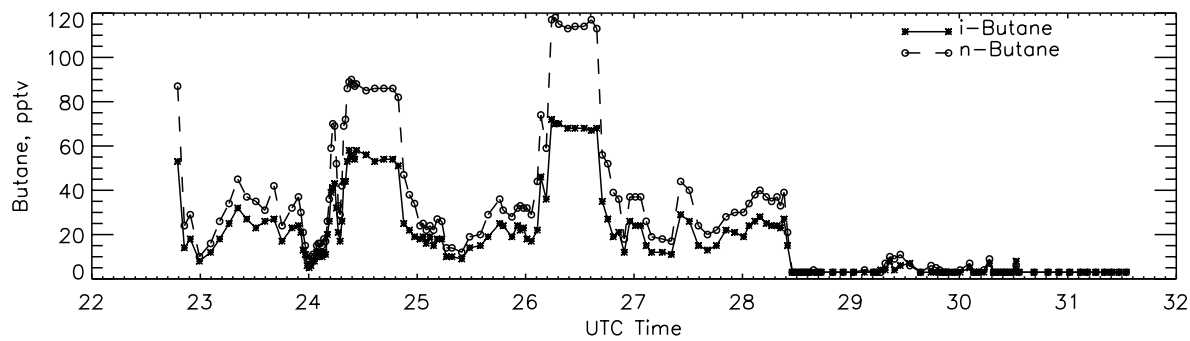
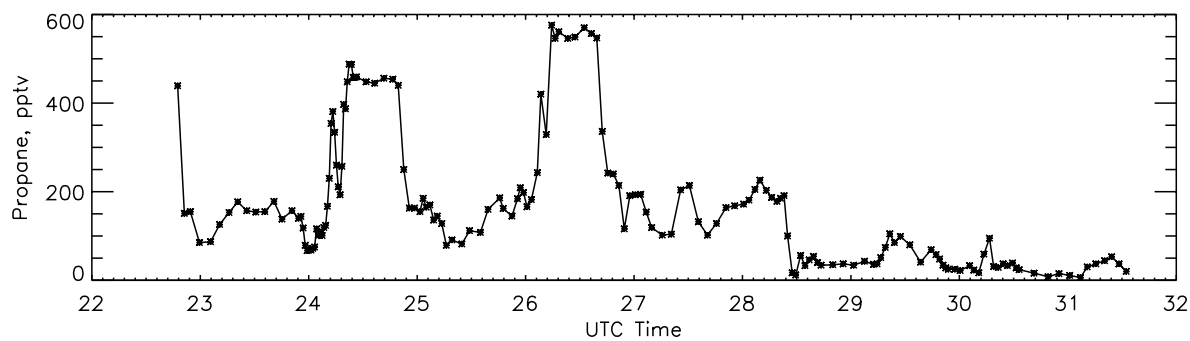
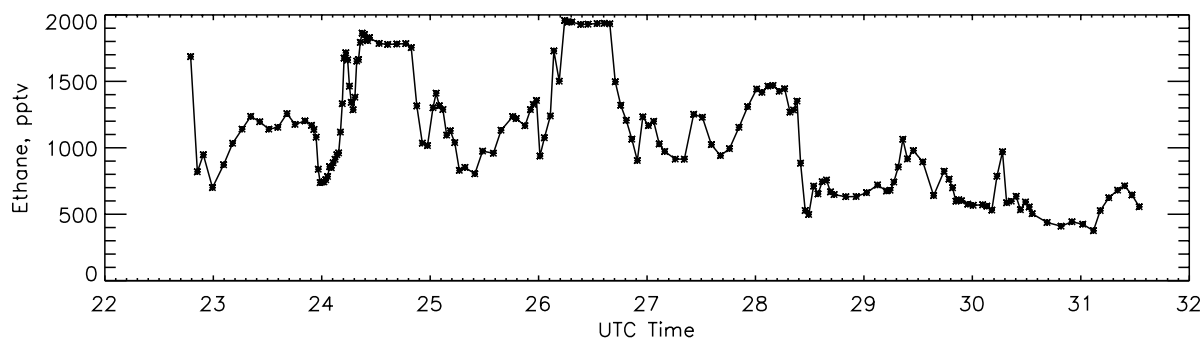
FINAL DATA: TRACE-P DC-8 Flight 18



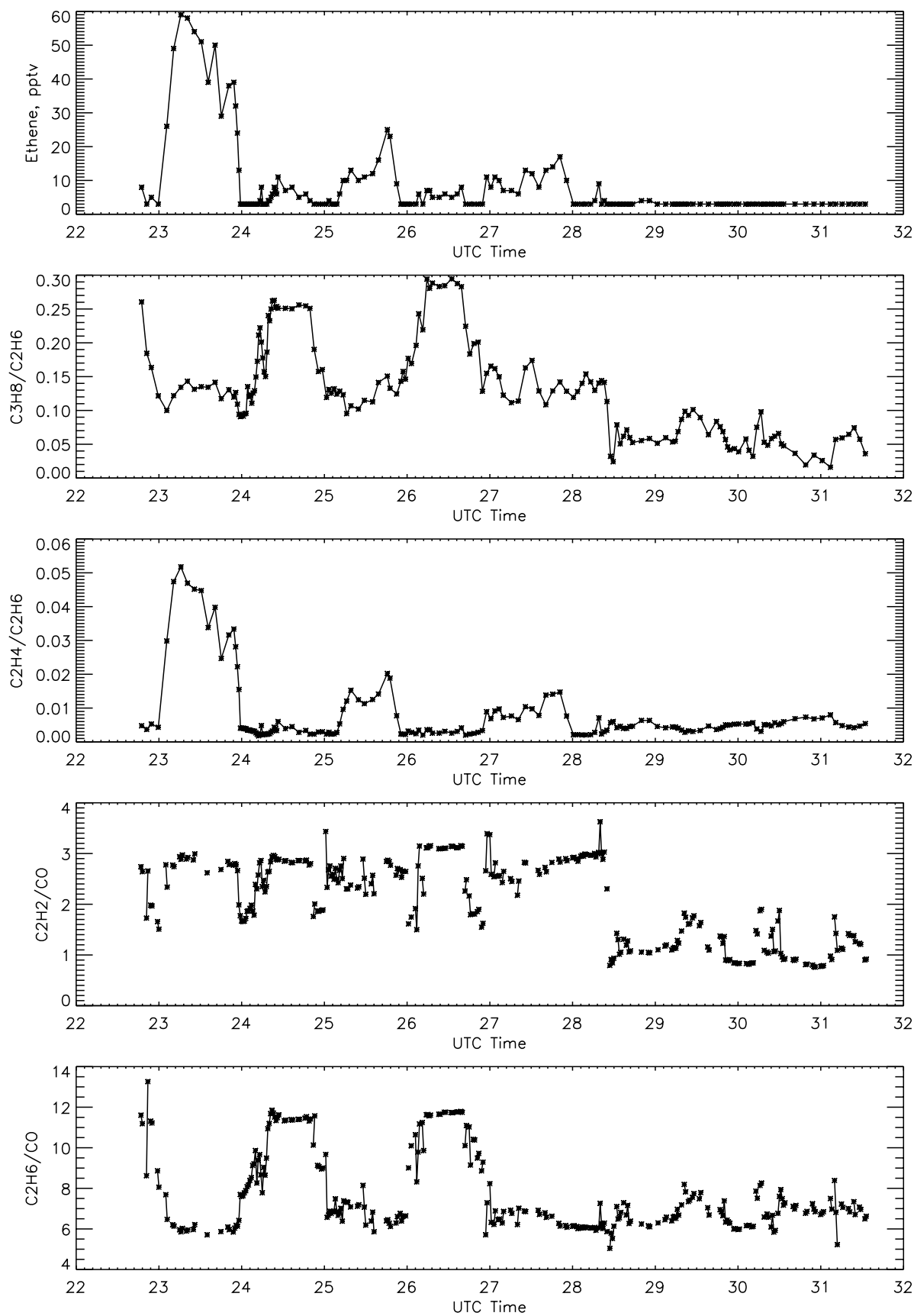
FINAL DATA: TRACE-P DC-8 Flight 18



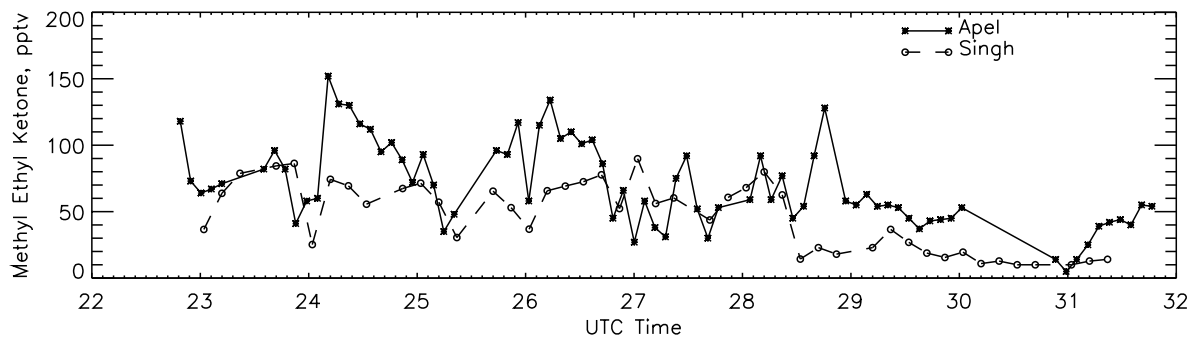
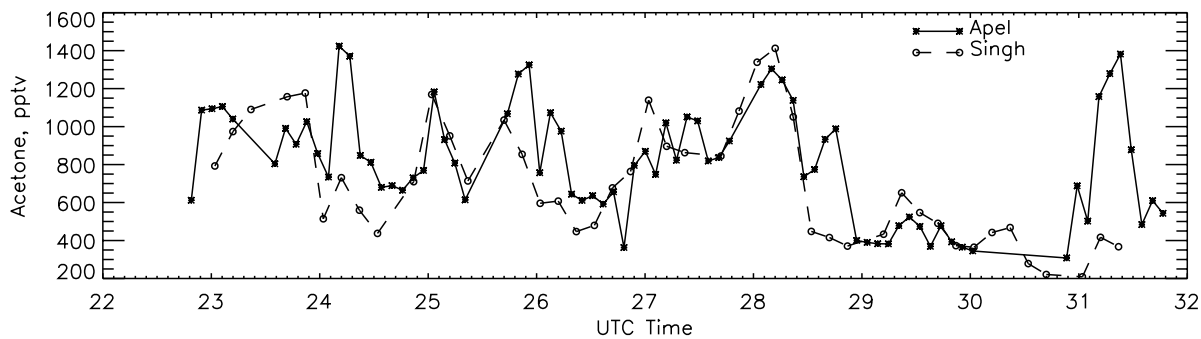
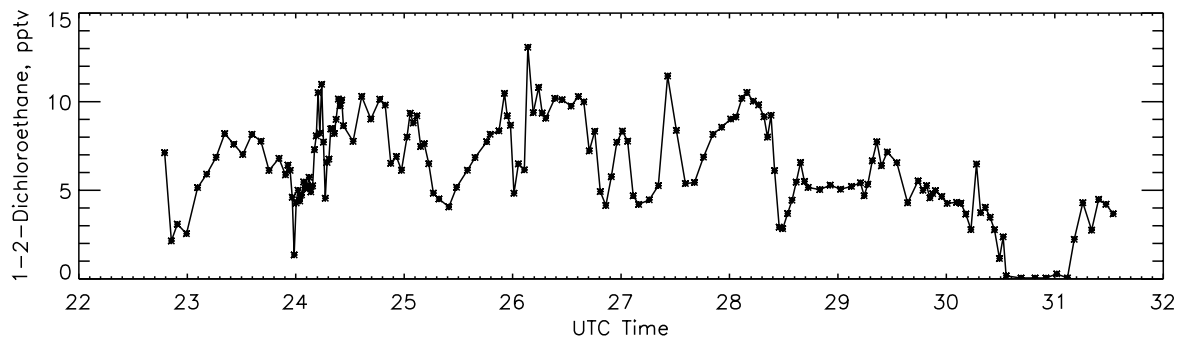
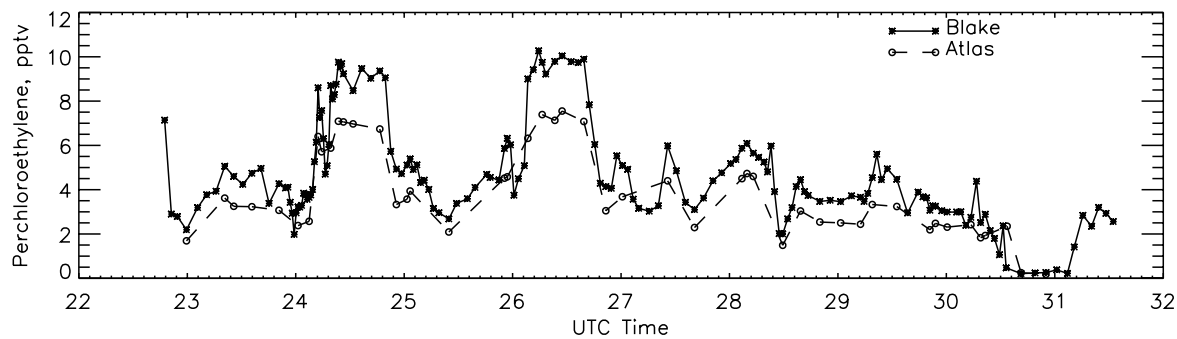
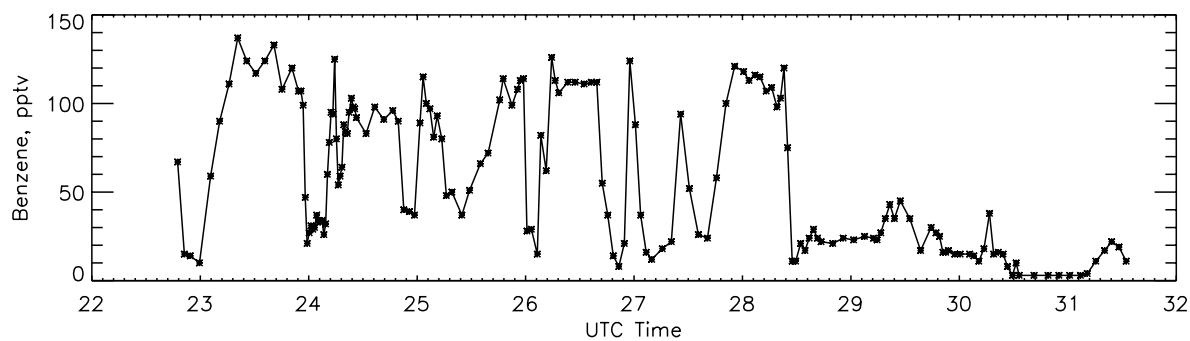
FINAL DATA: TRACE-P DC-8 Flight 18



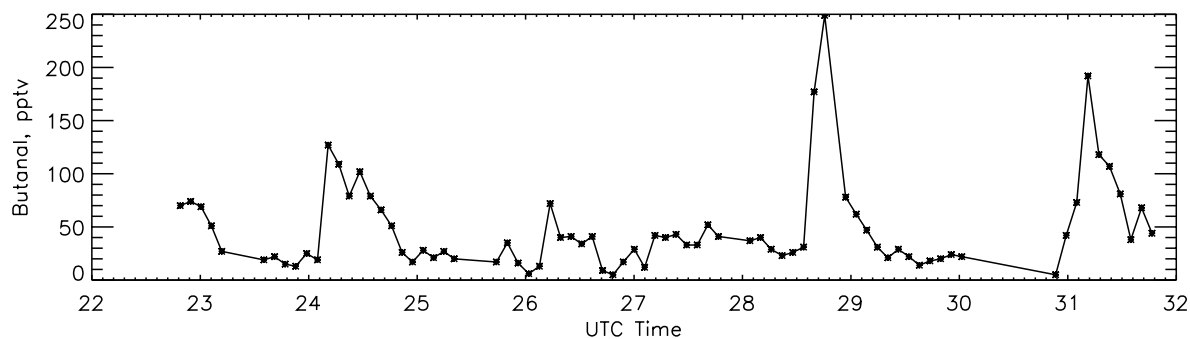
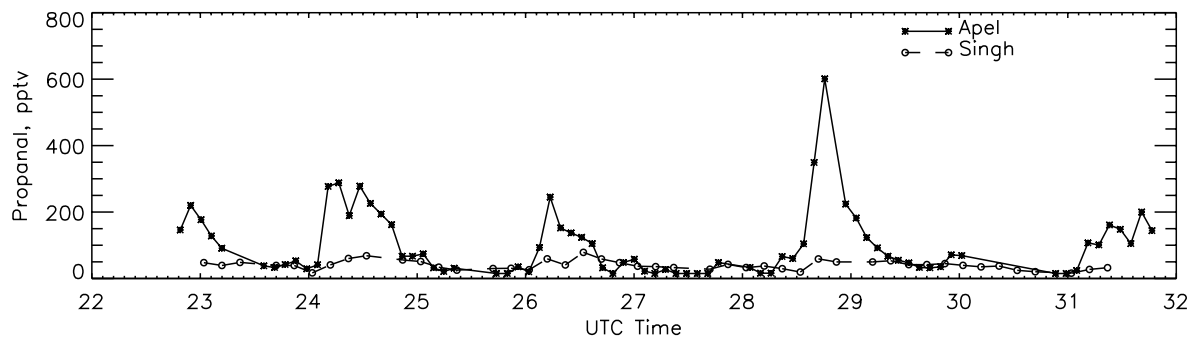
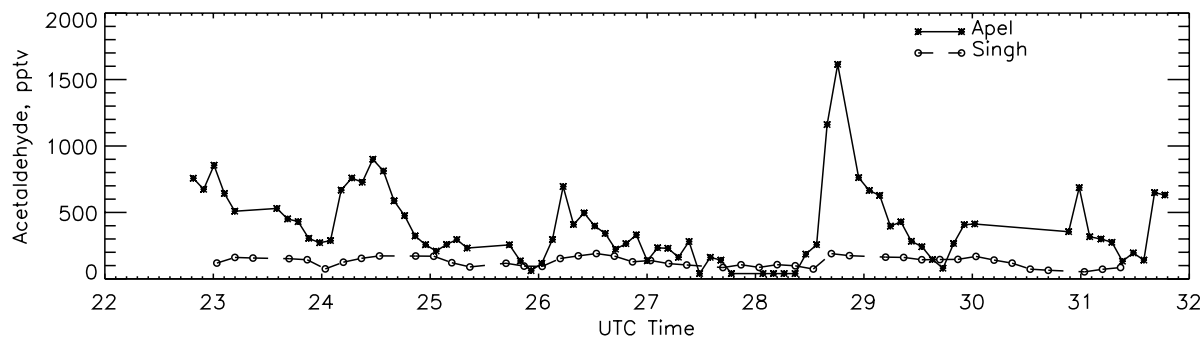
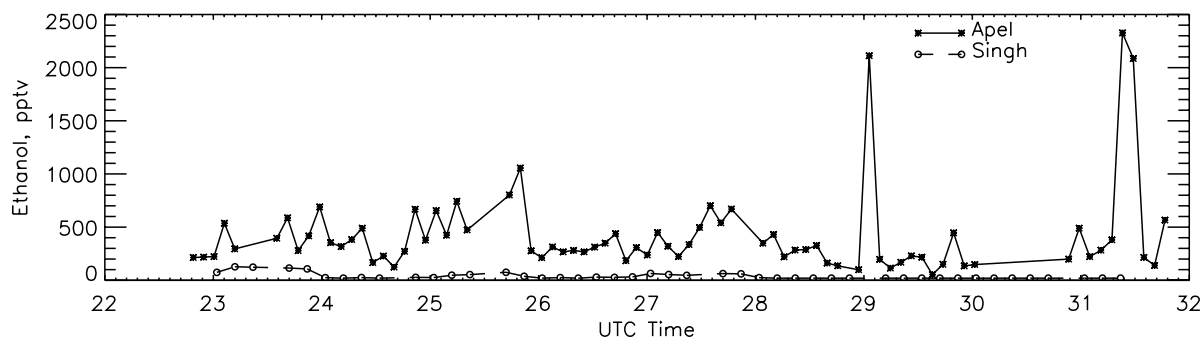
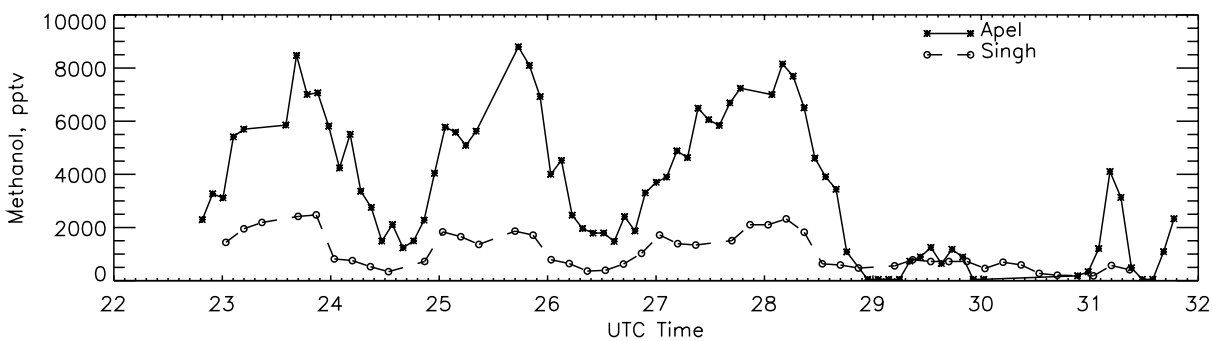
FINAL DATA: TRACE-P DC-8 Flight 18



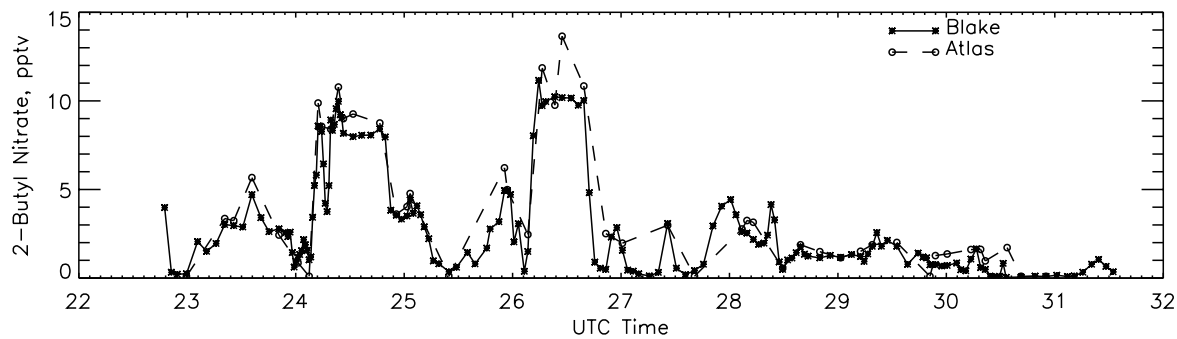
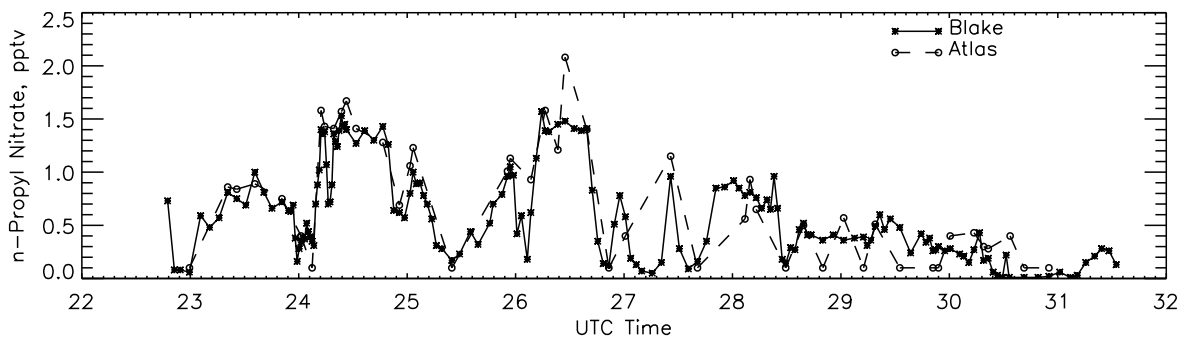
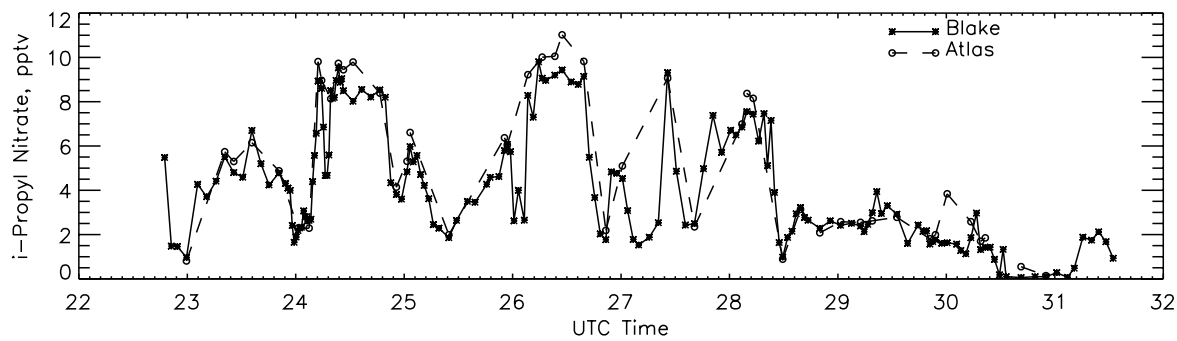
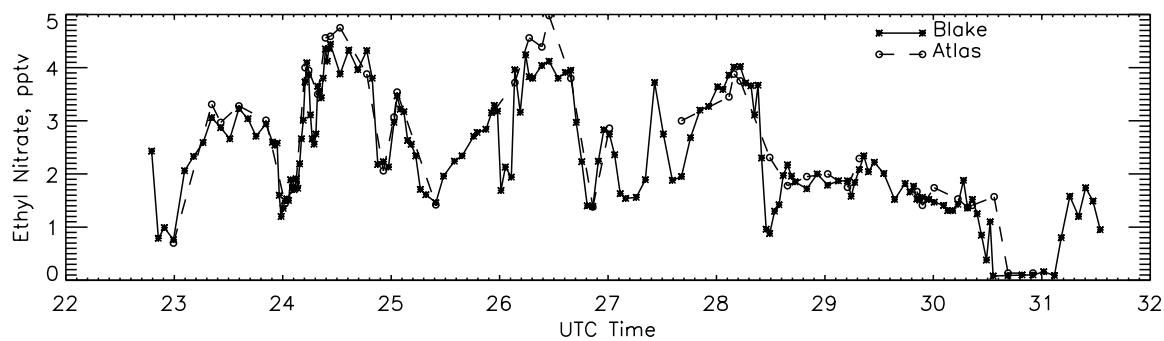
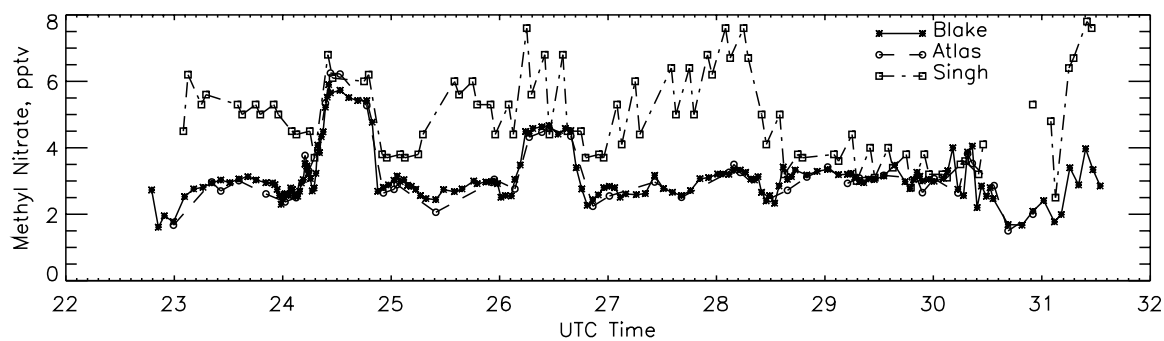
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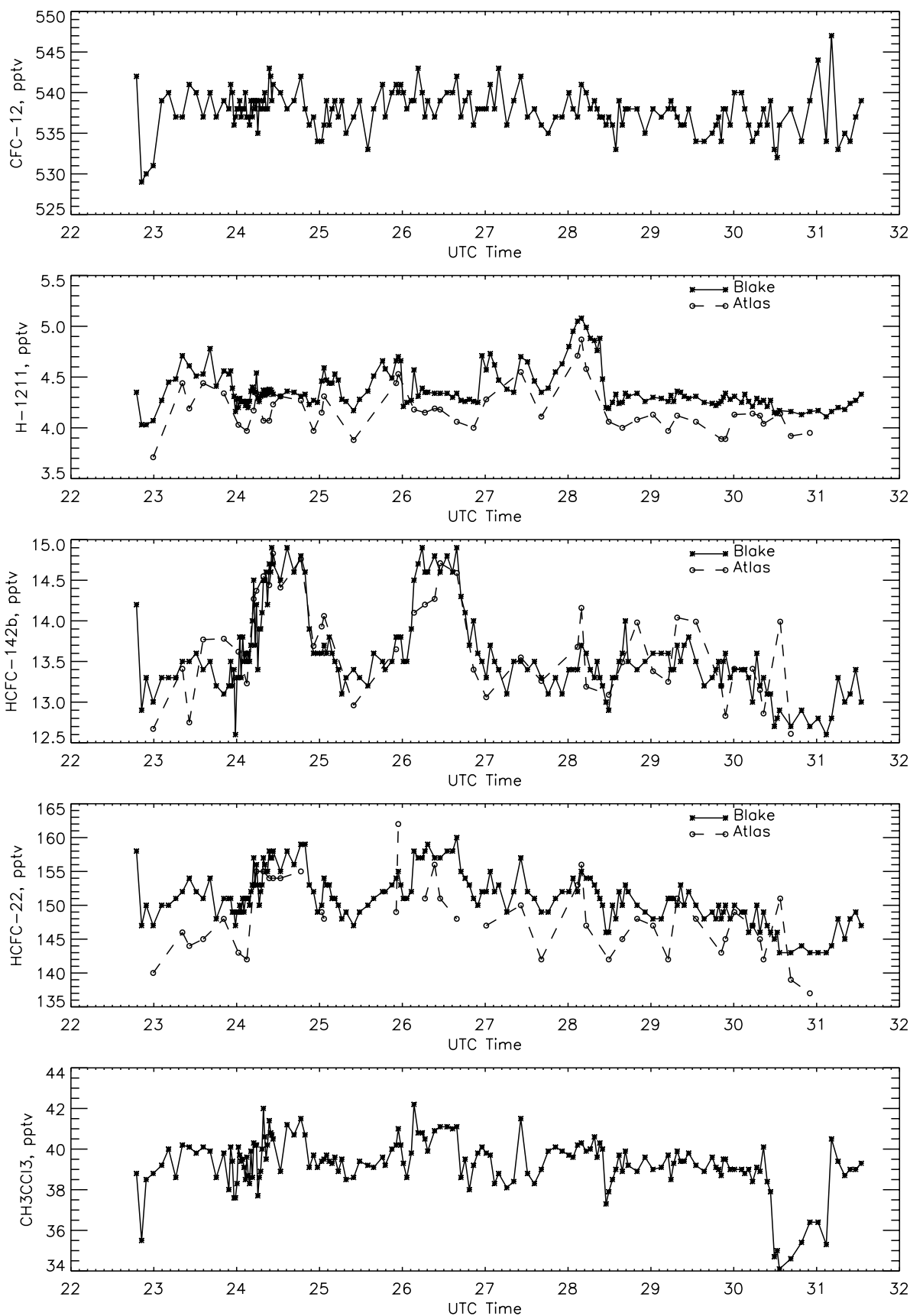
FINAL DATA: TRACE-P DC-8 Flight 18



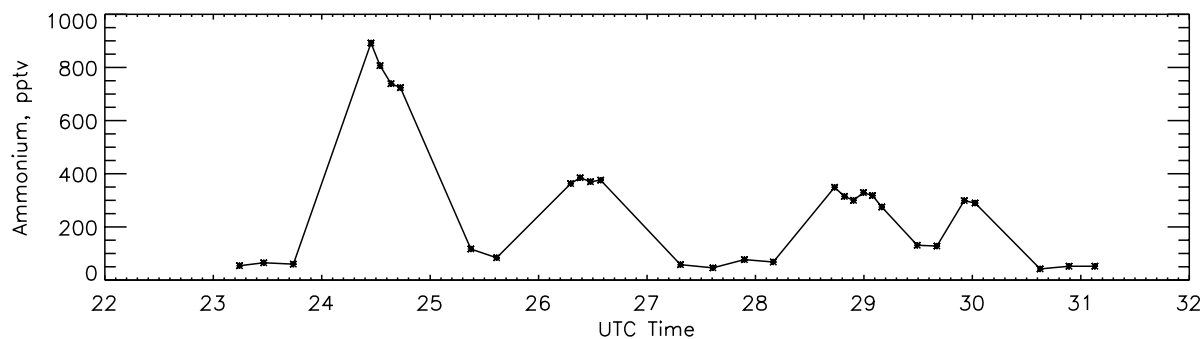
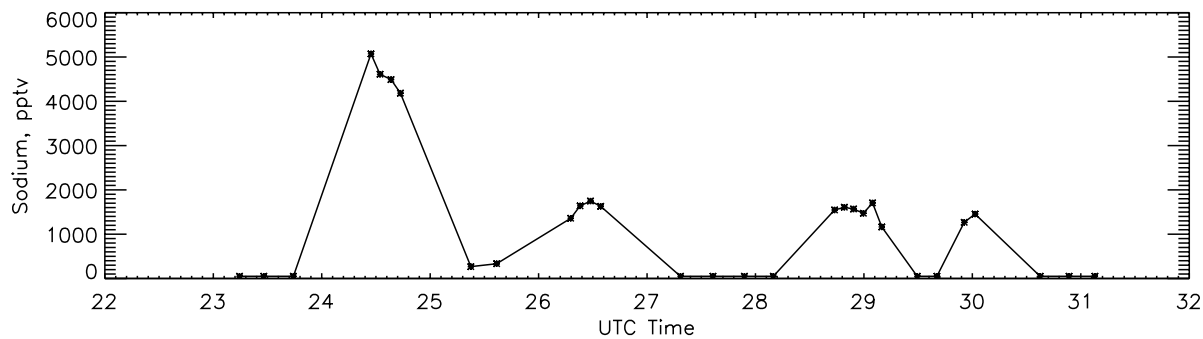
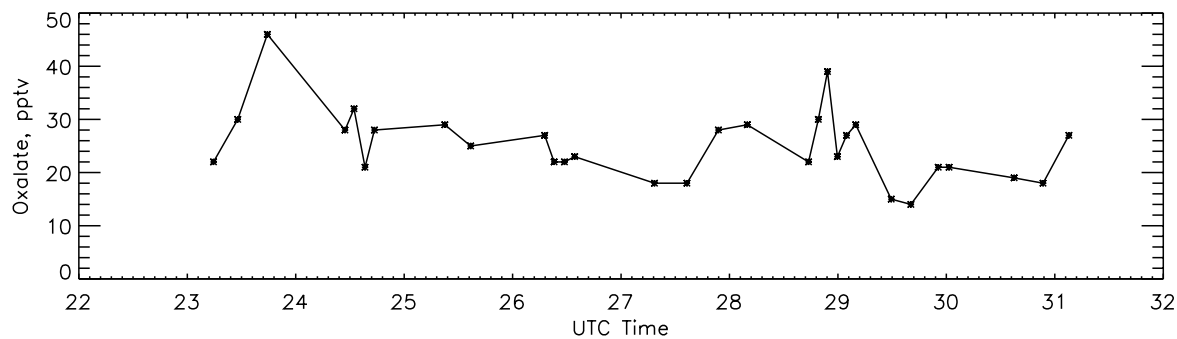
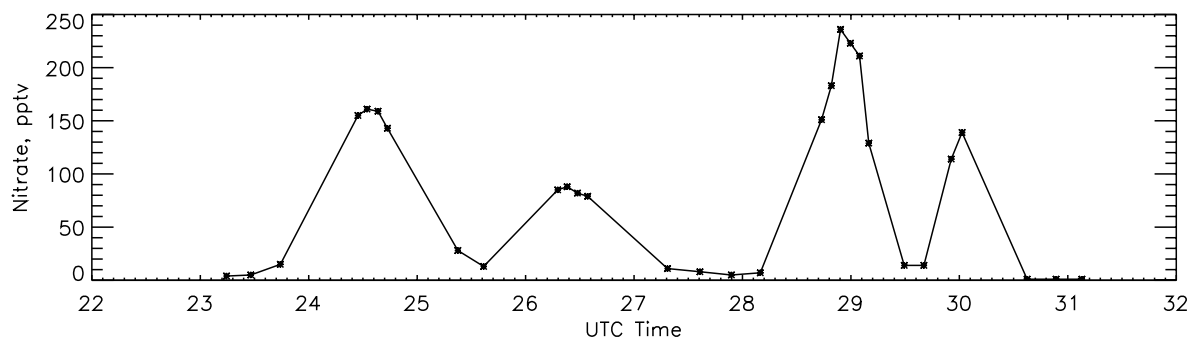
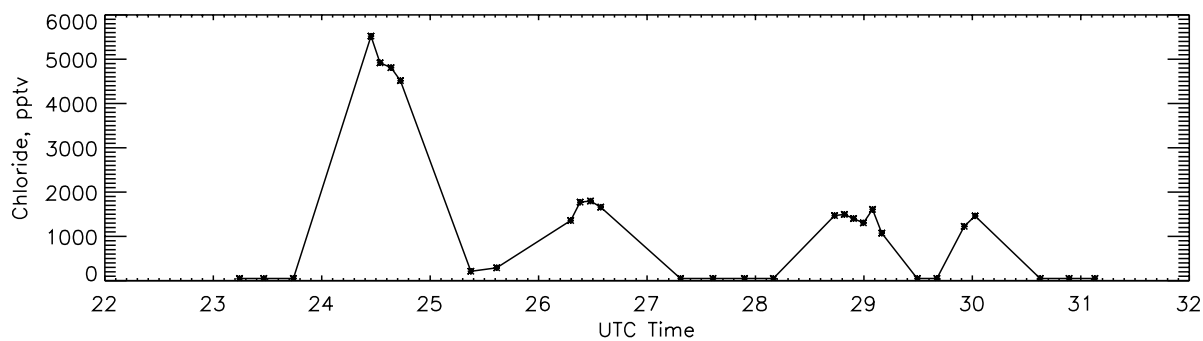
FINAL DATA: TRACE-P DC-8 Flight 18



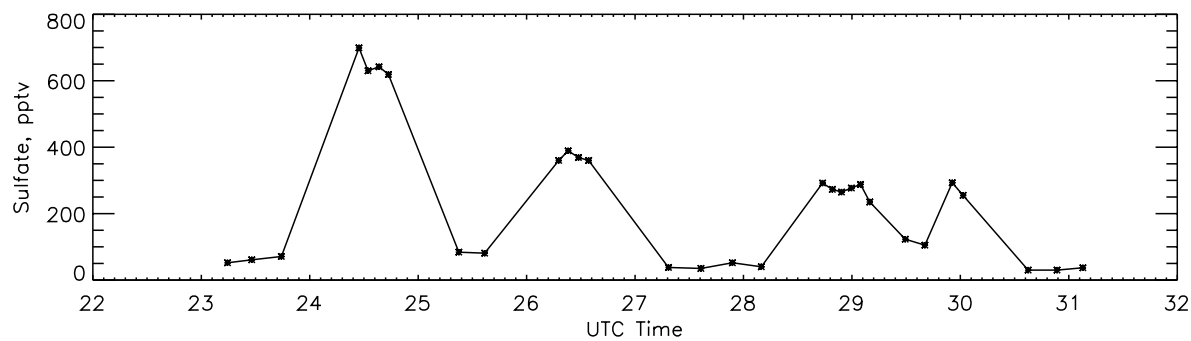
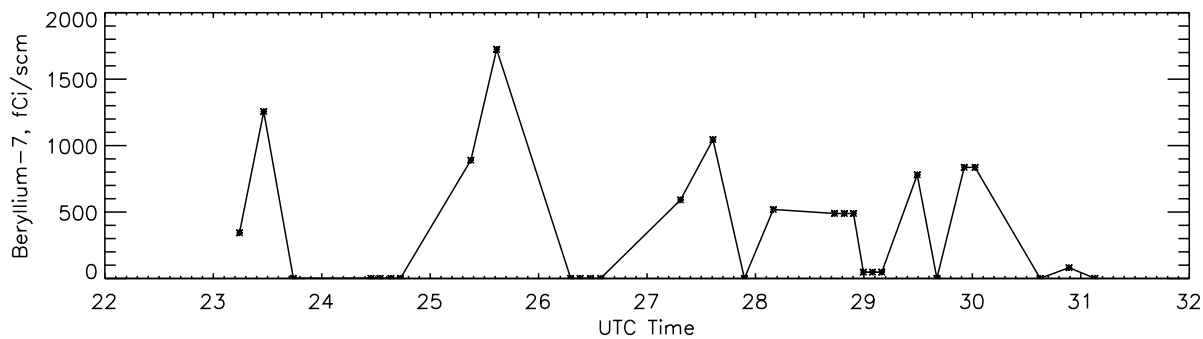
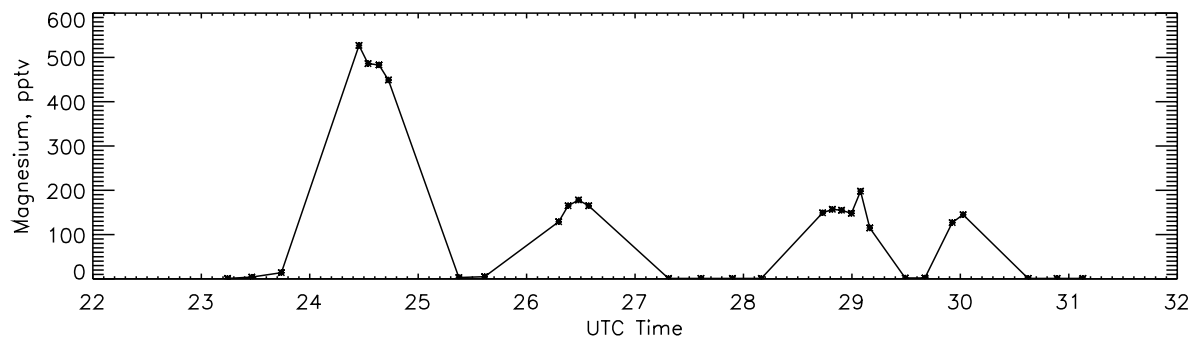
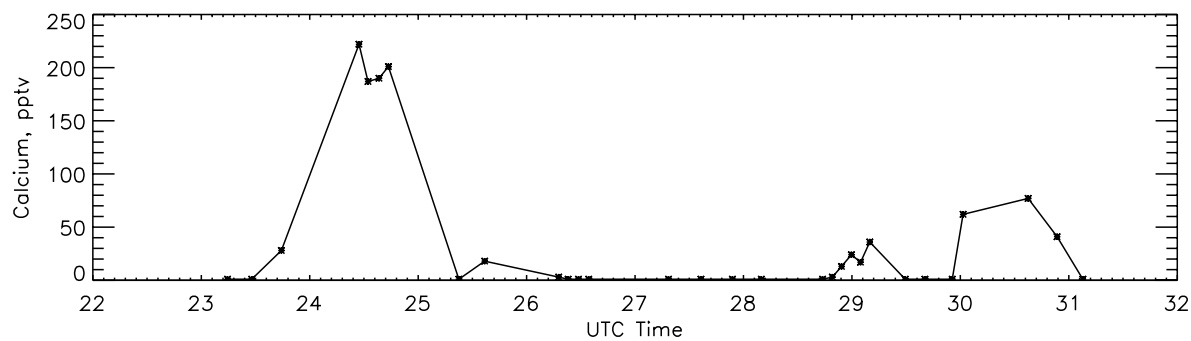
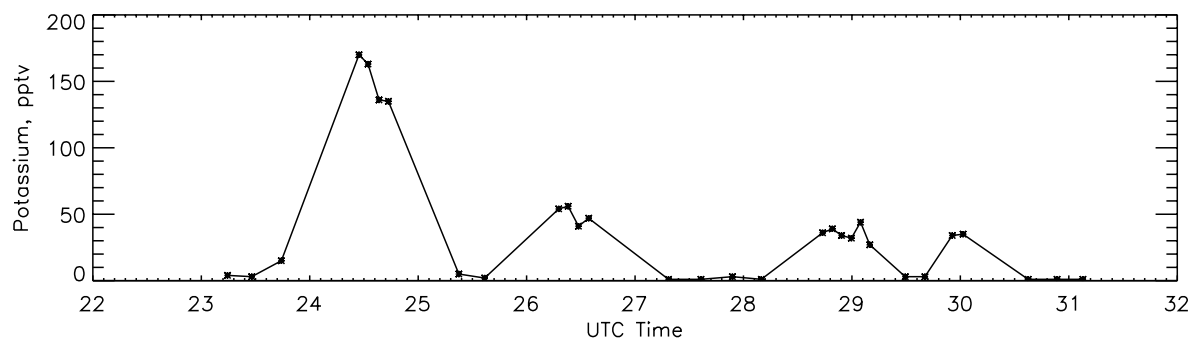
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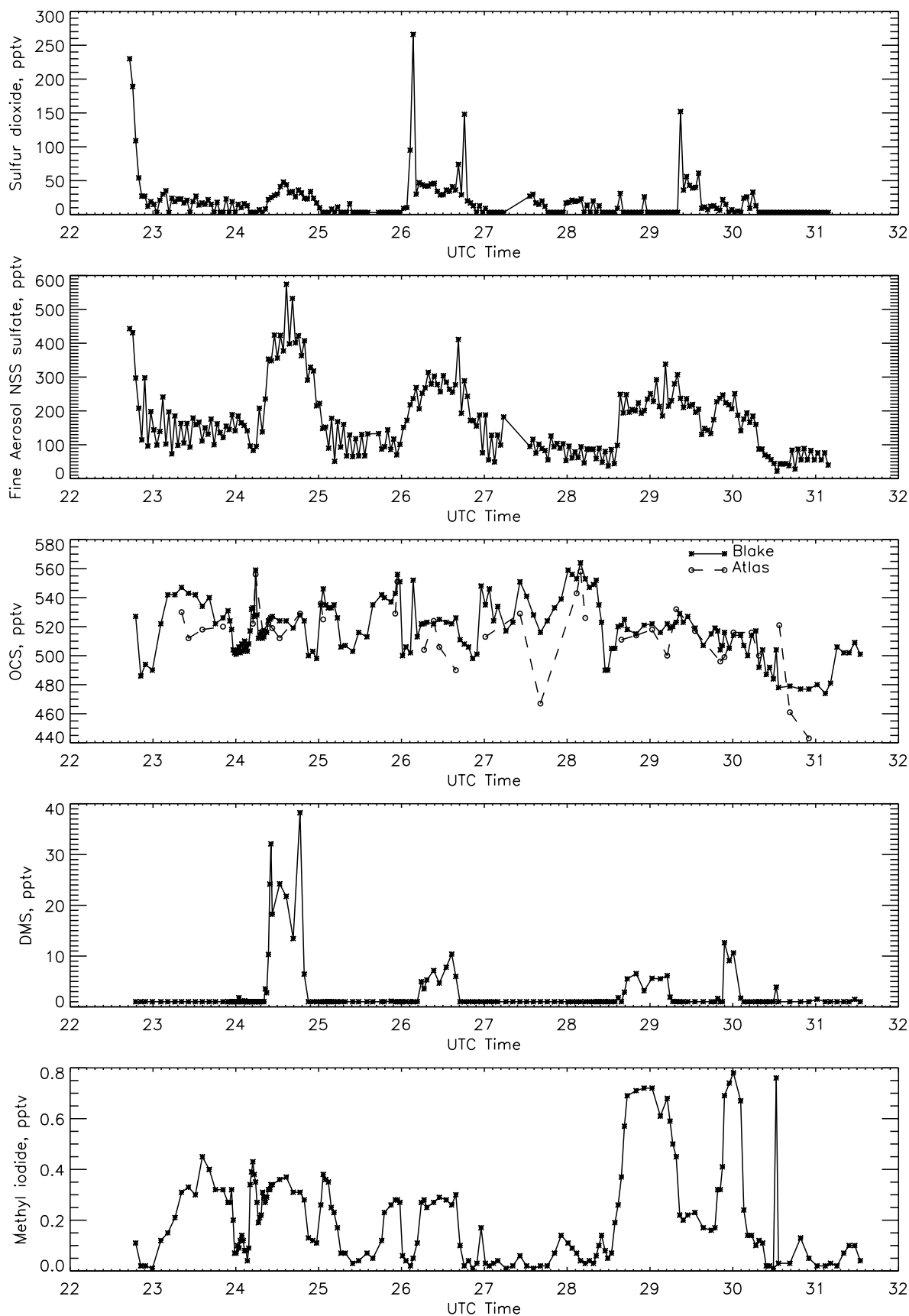
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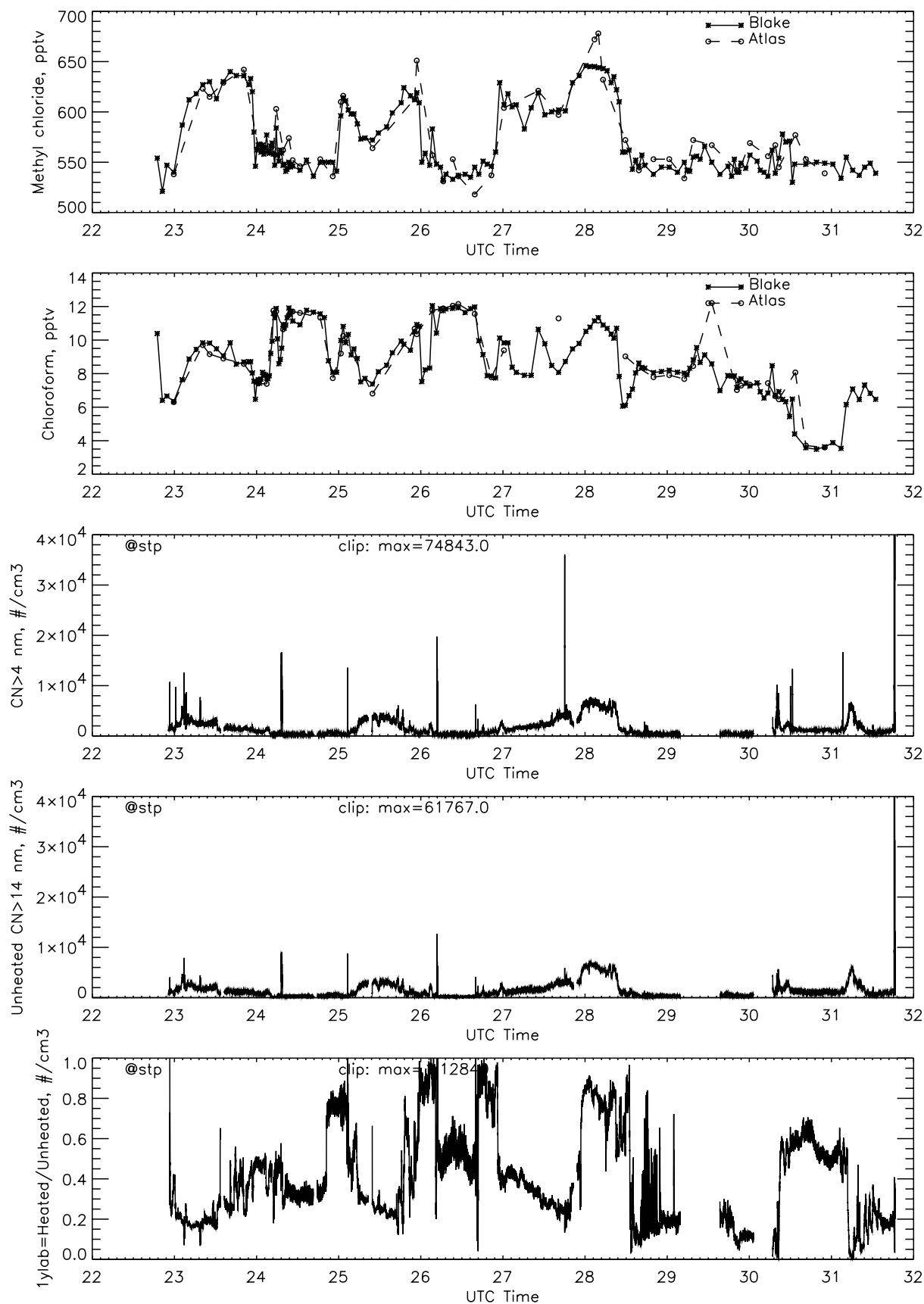
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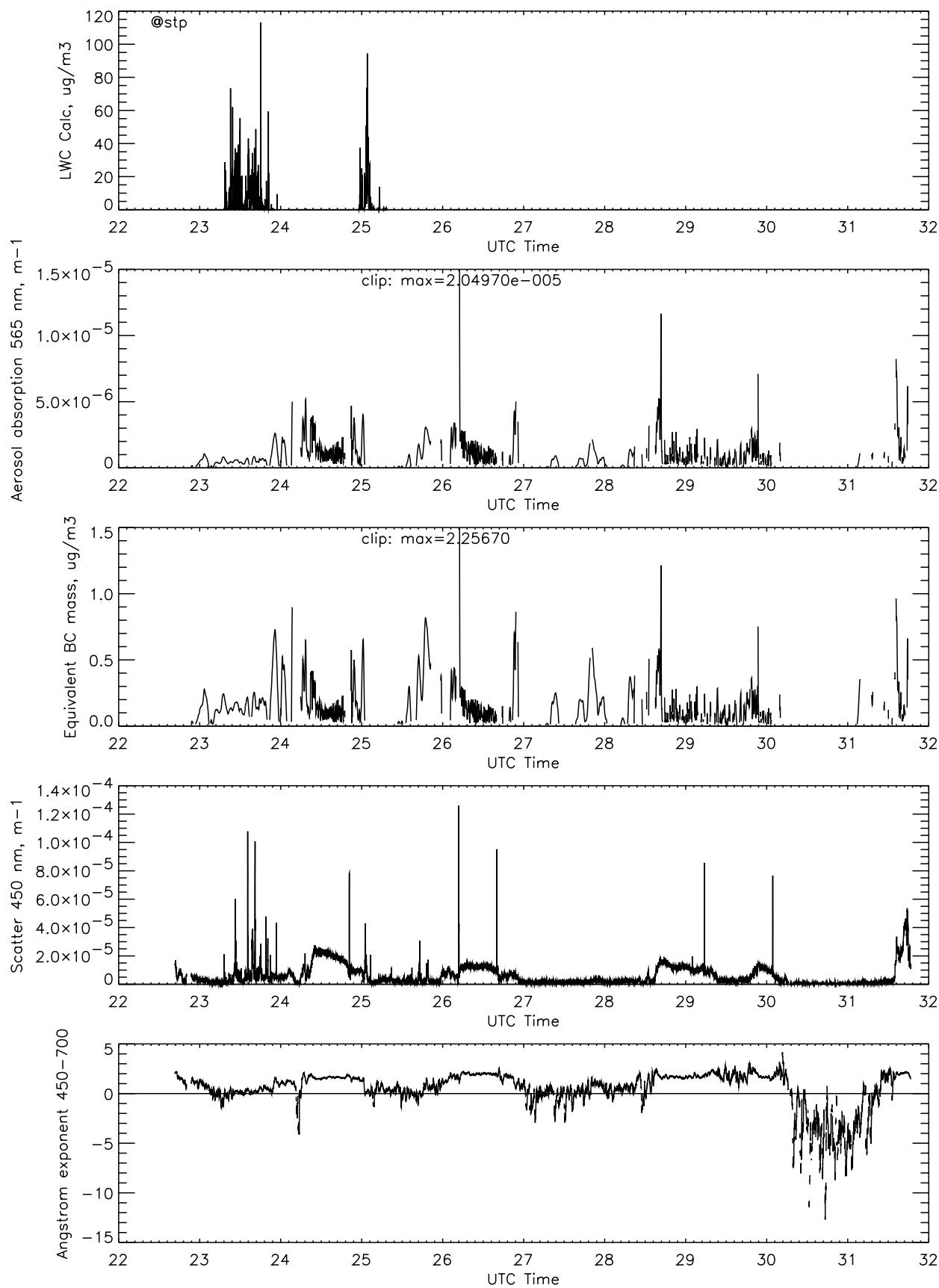
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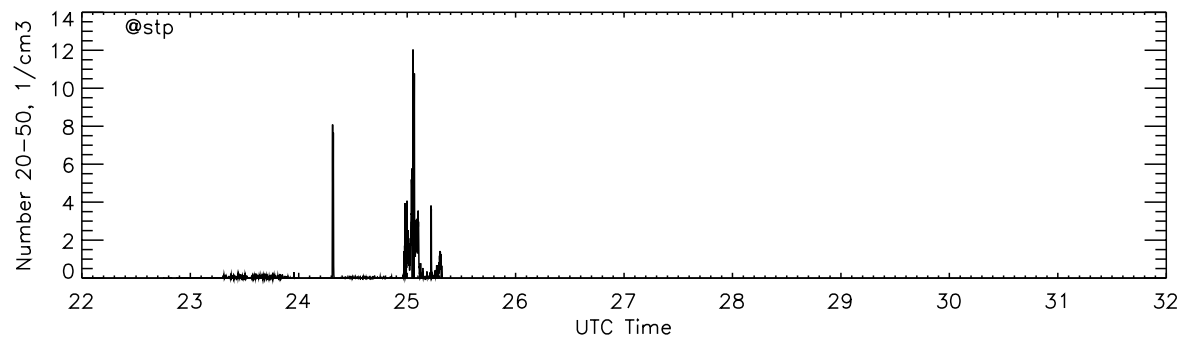
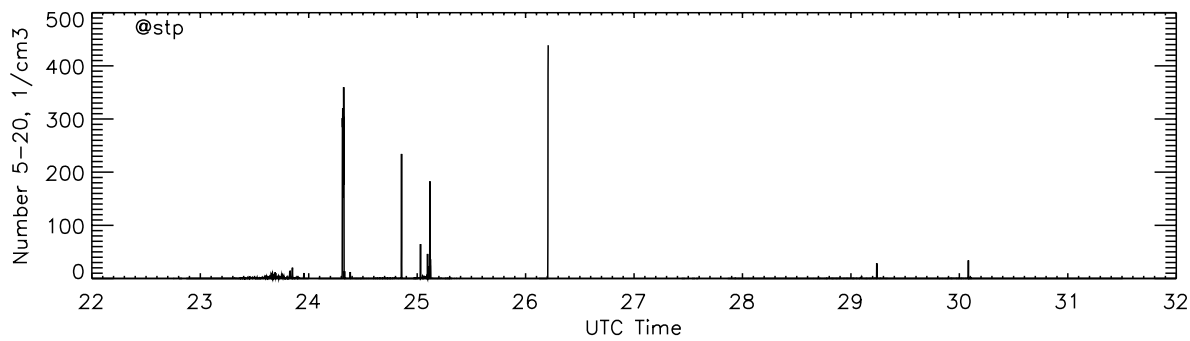
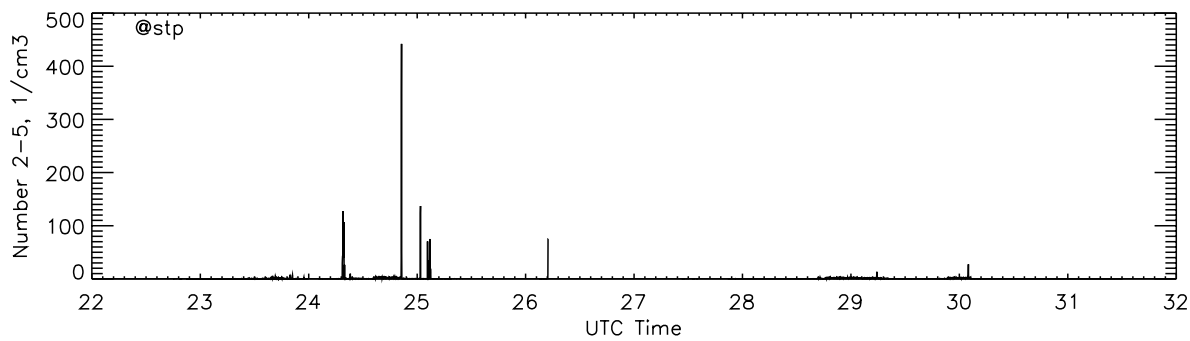
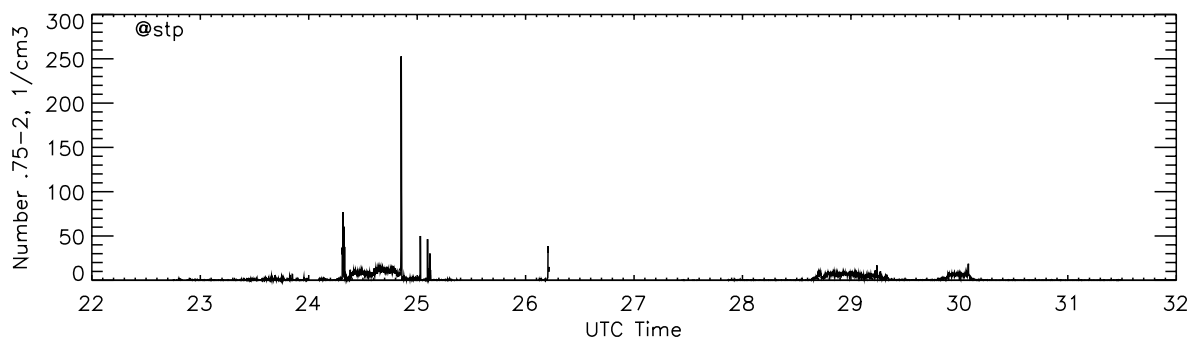
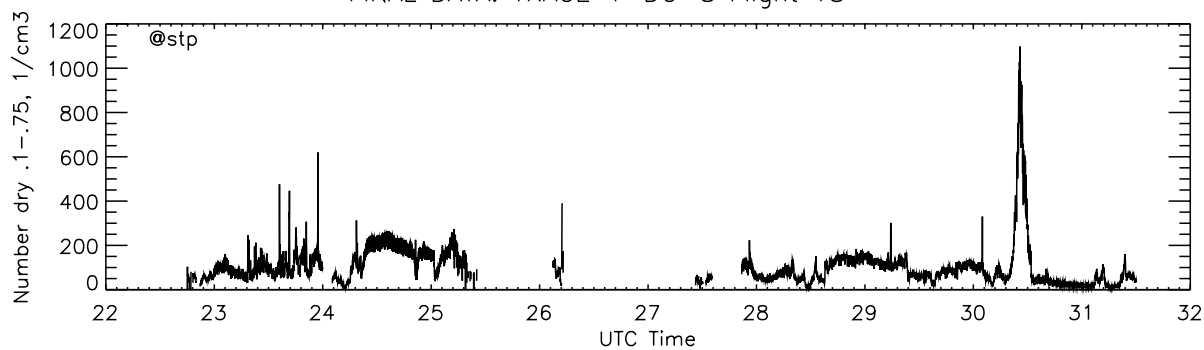
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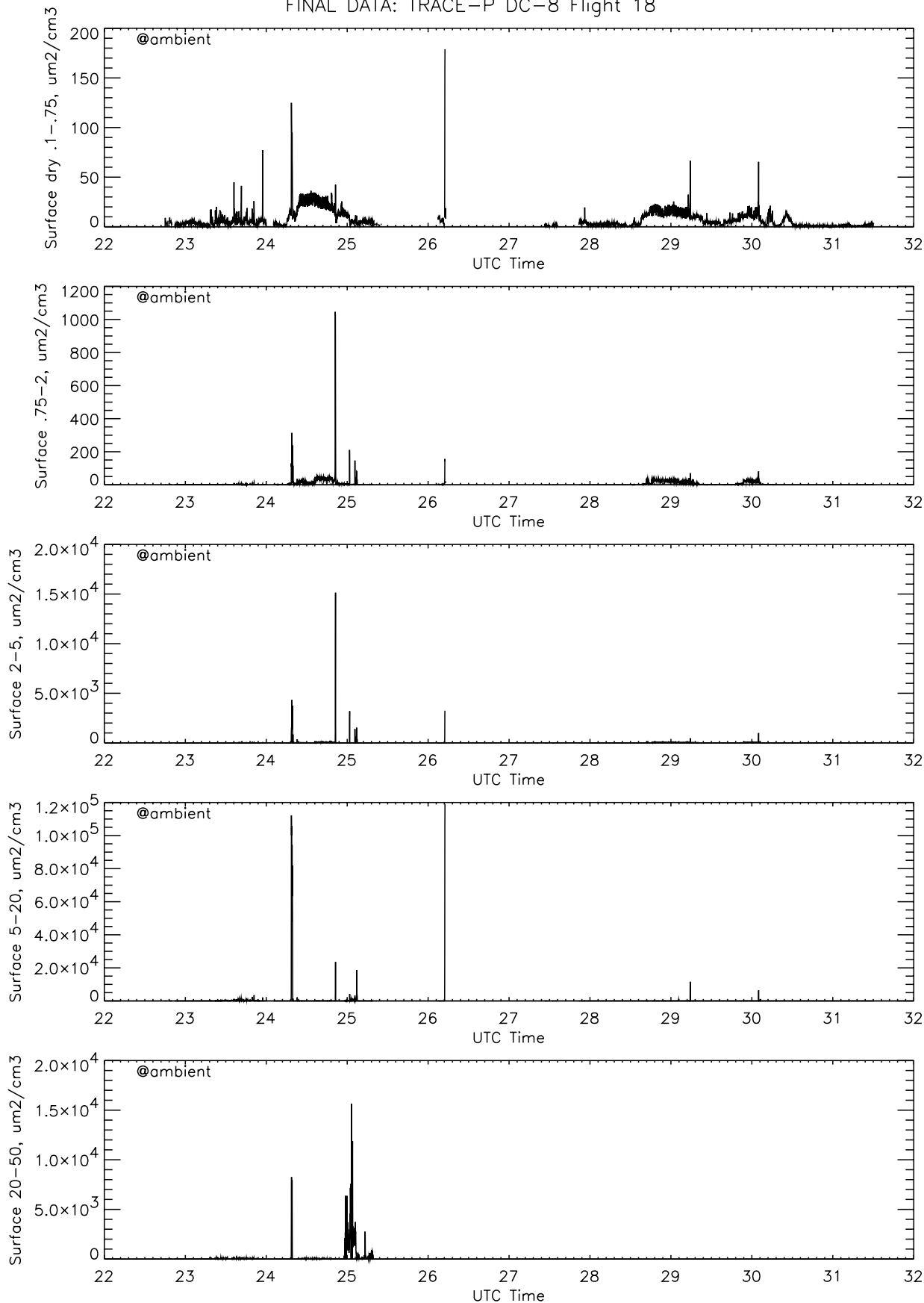
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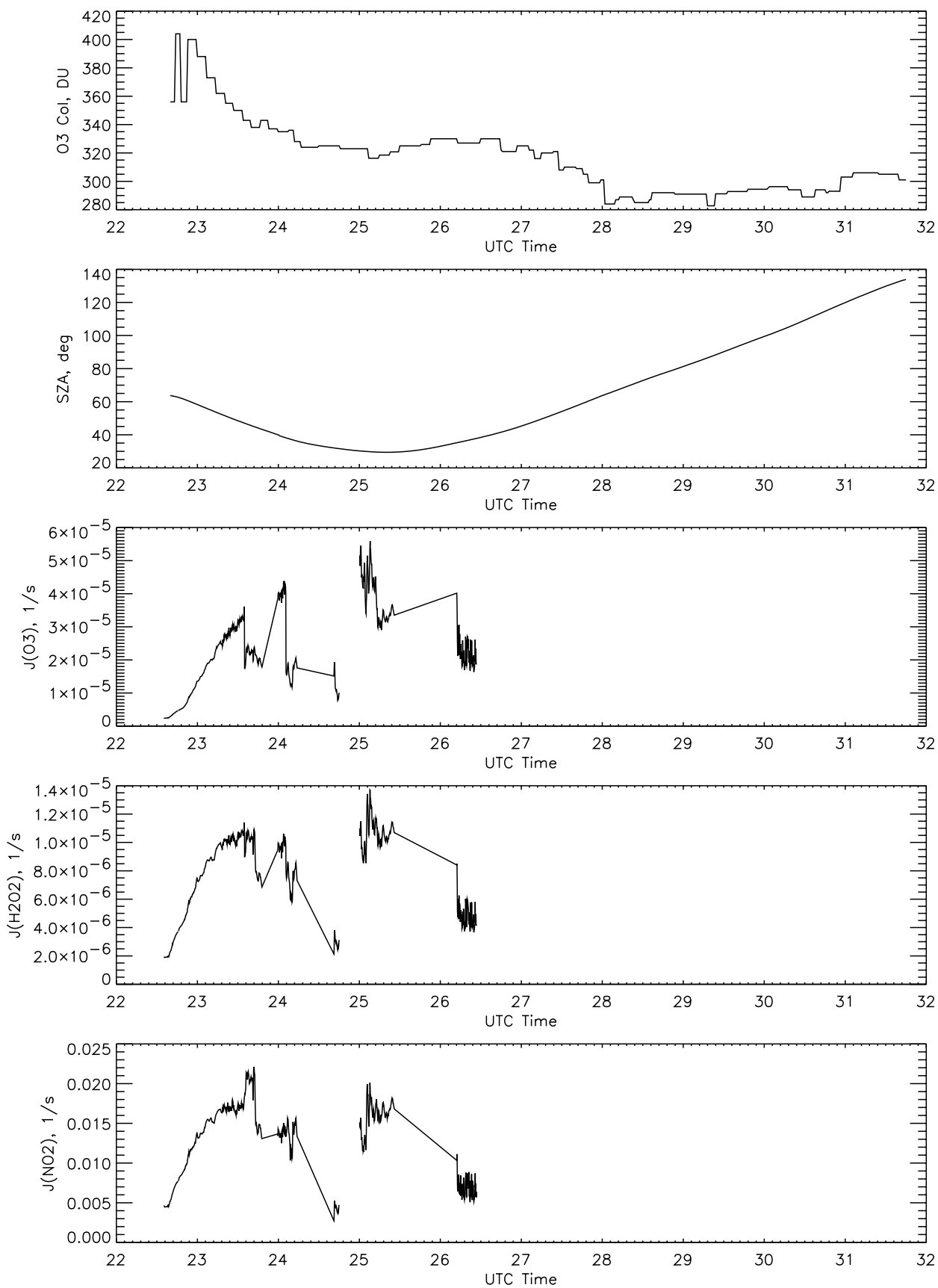
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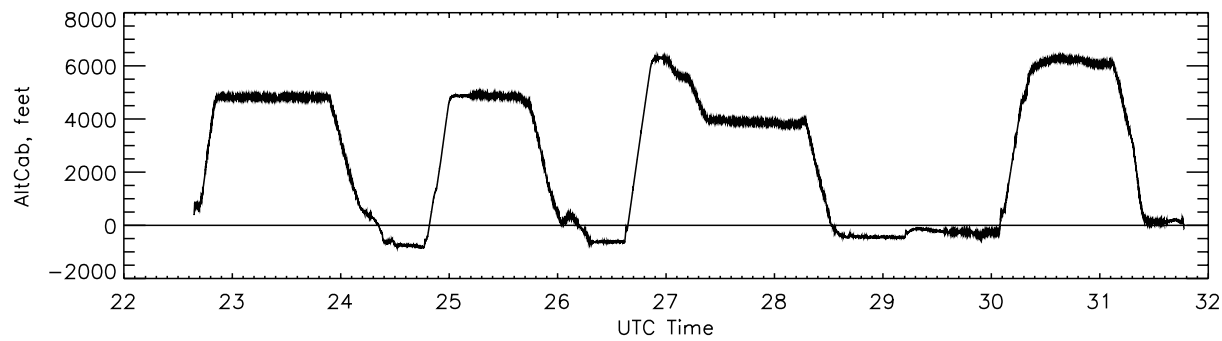
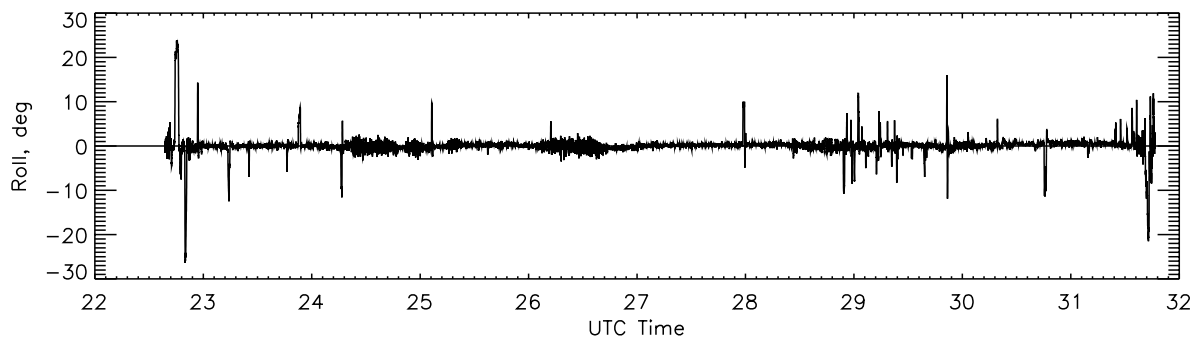
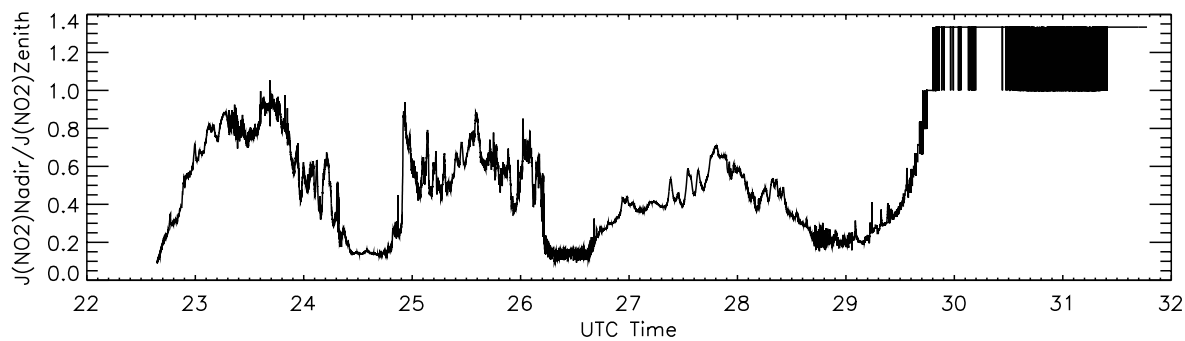
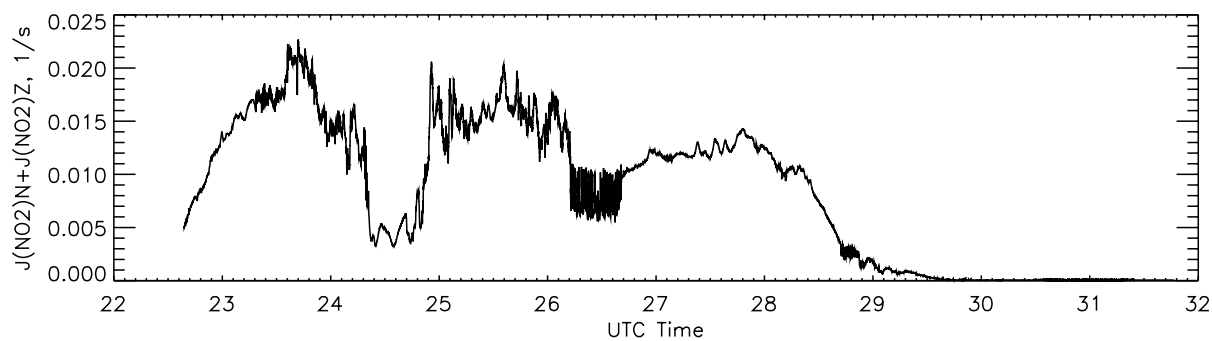
FINAL DATA: TRACE-P DC-8 Flight 18



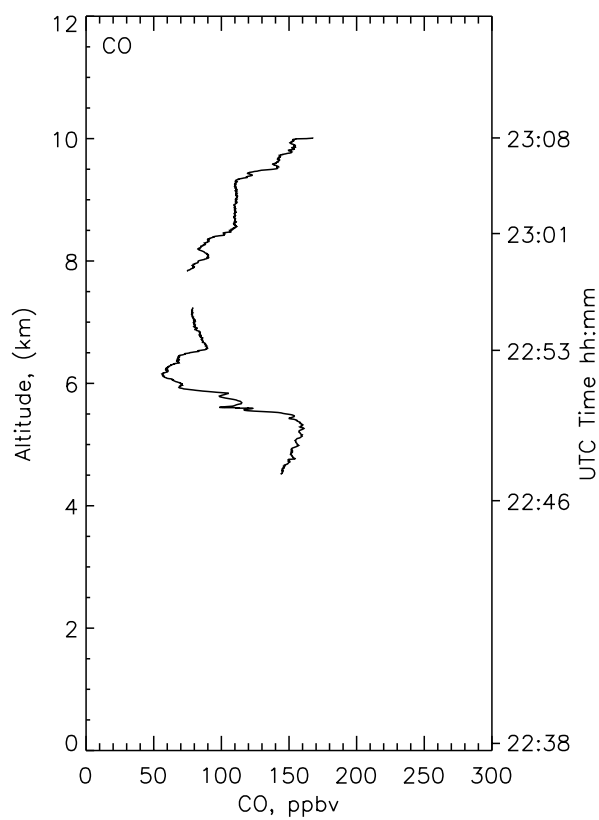
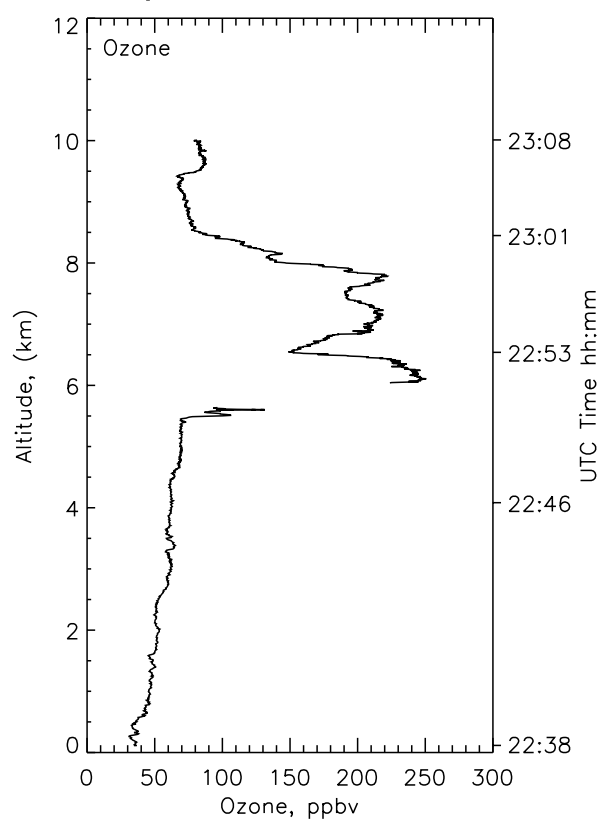
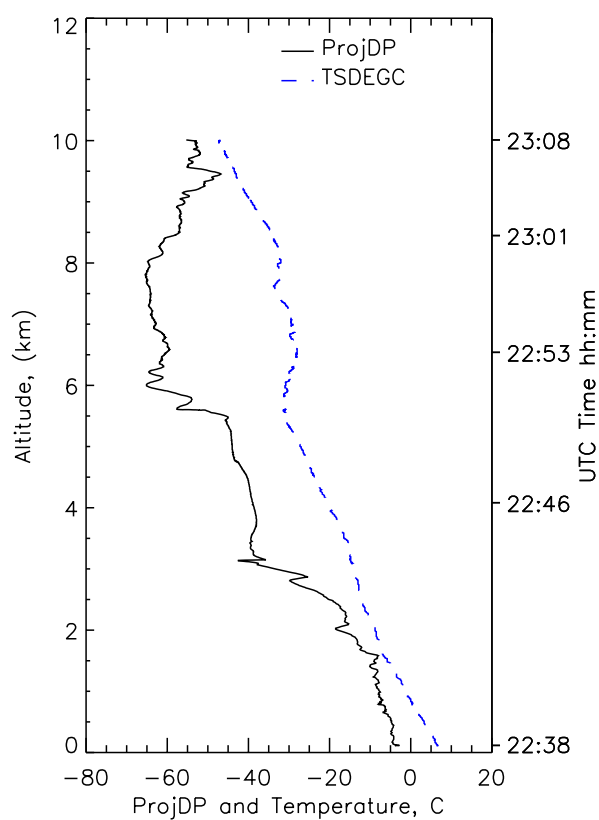
FINAL DATA: TRACE-P DC-8 Flight 18



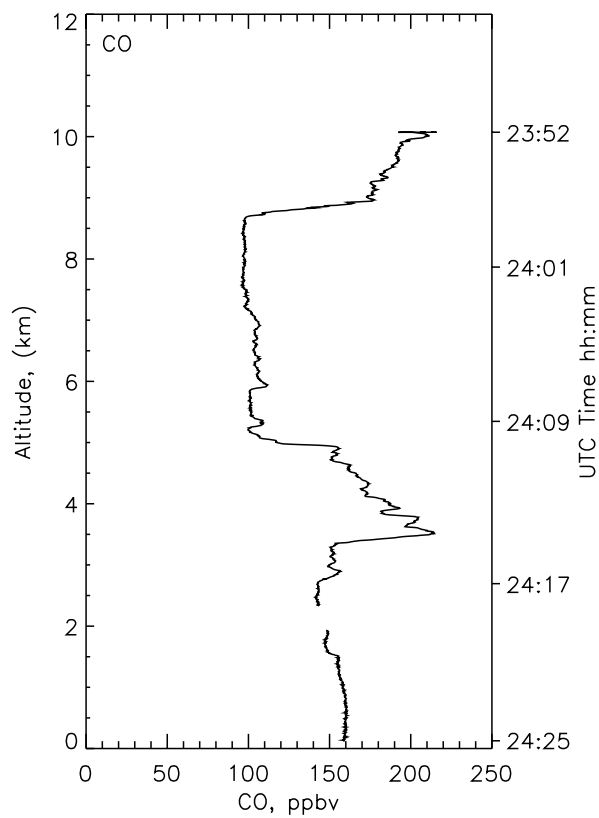
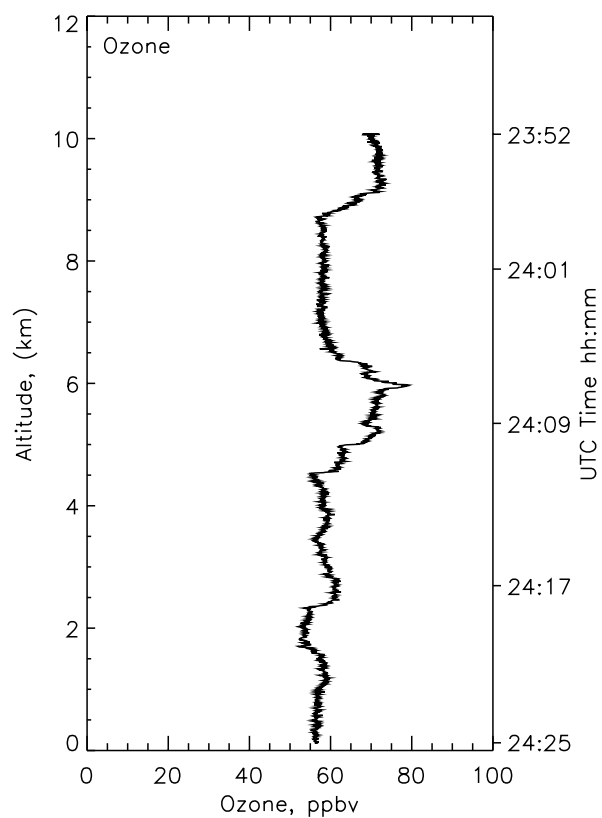
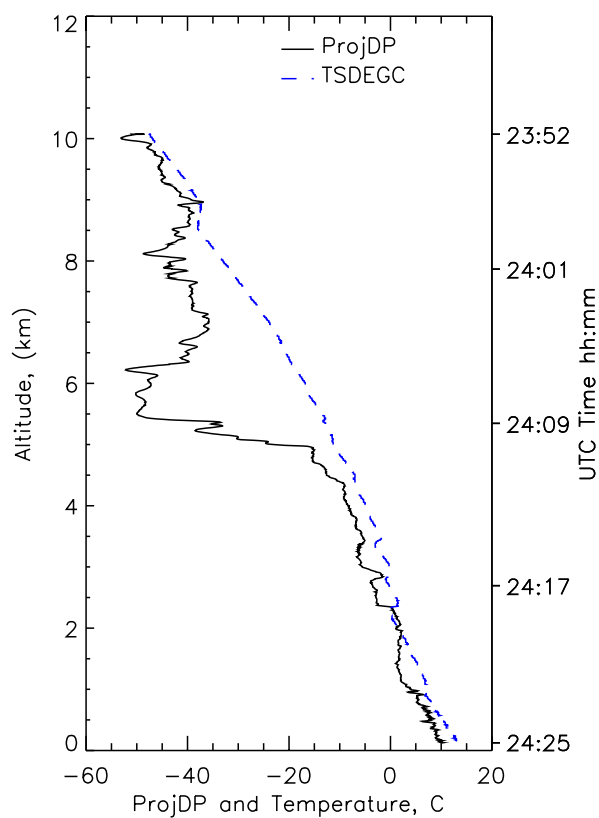
FINAL DATA: TRACE-P DC-8 Flight 18



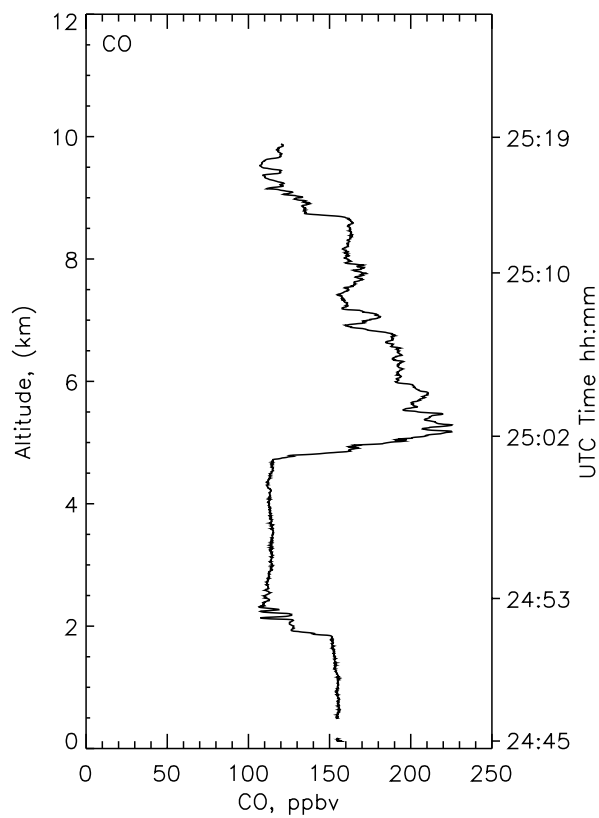
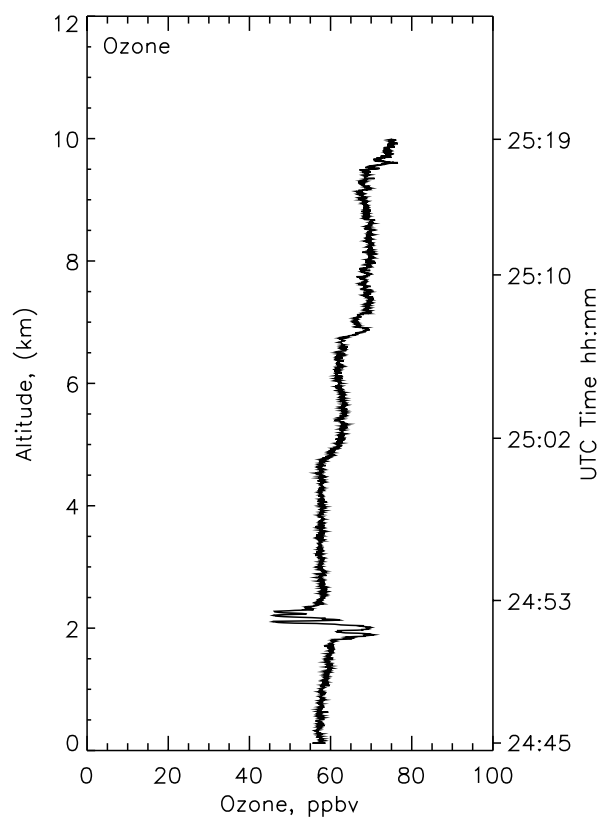
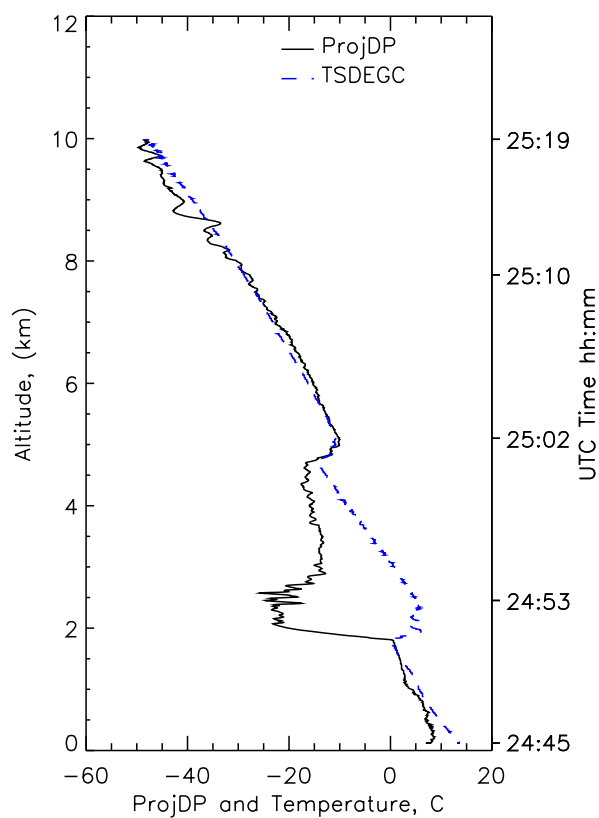
Profile # 1 TRACE-P DC-8 Flight 18



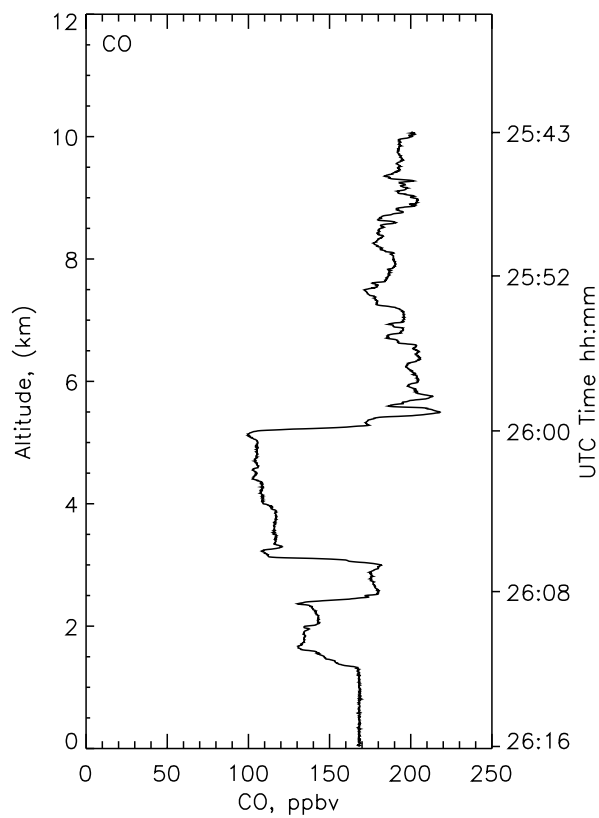
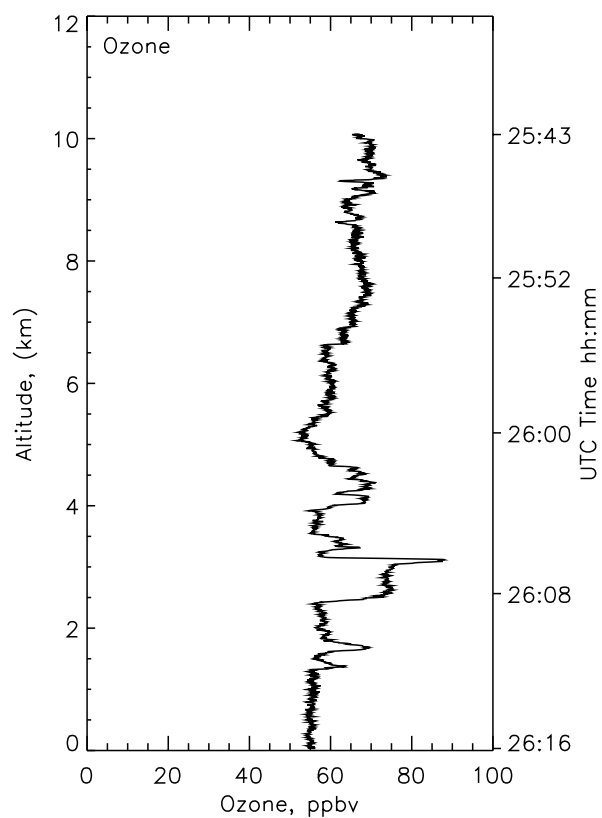
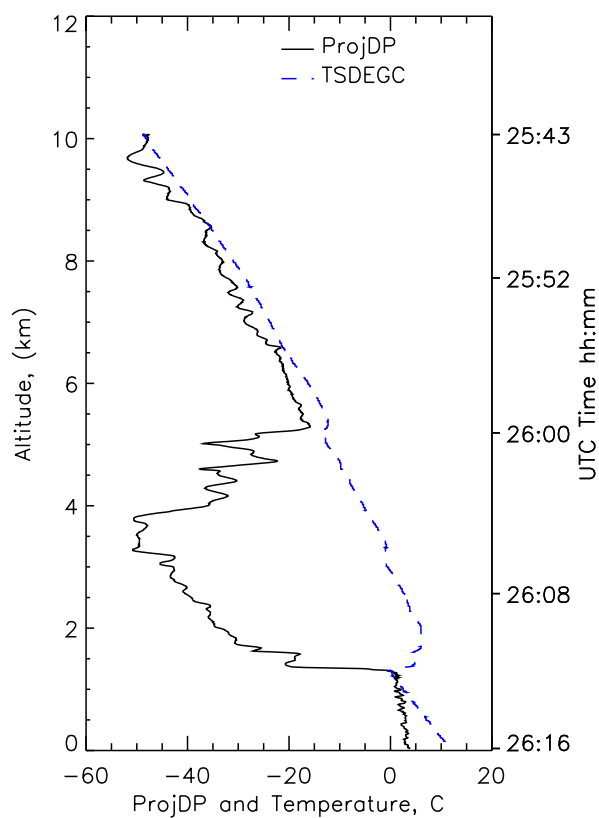
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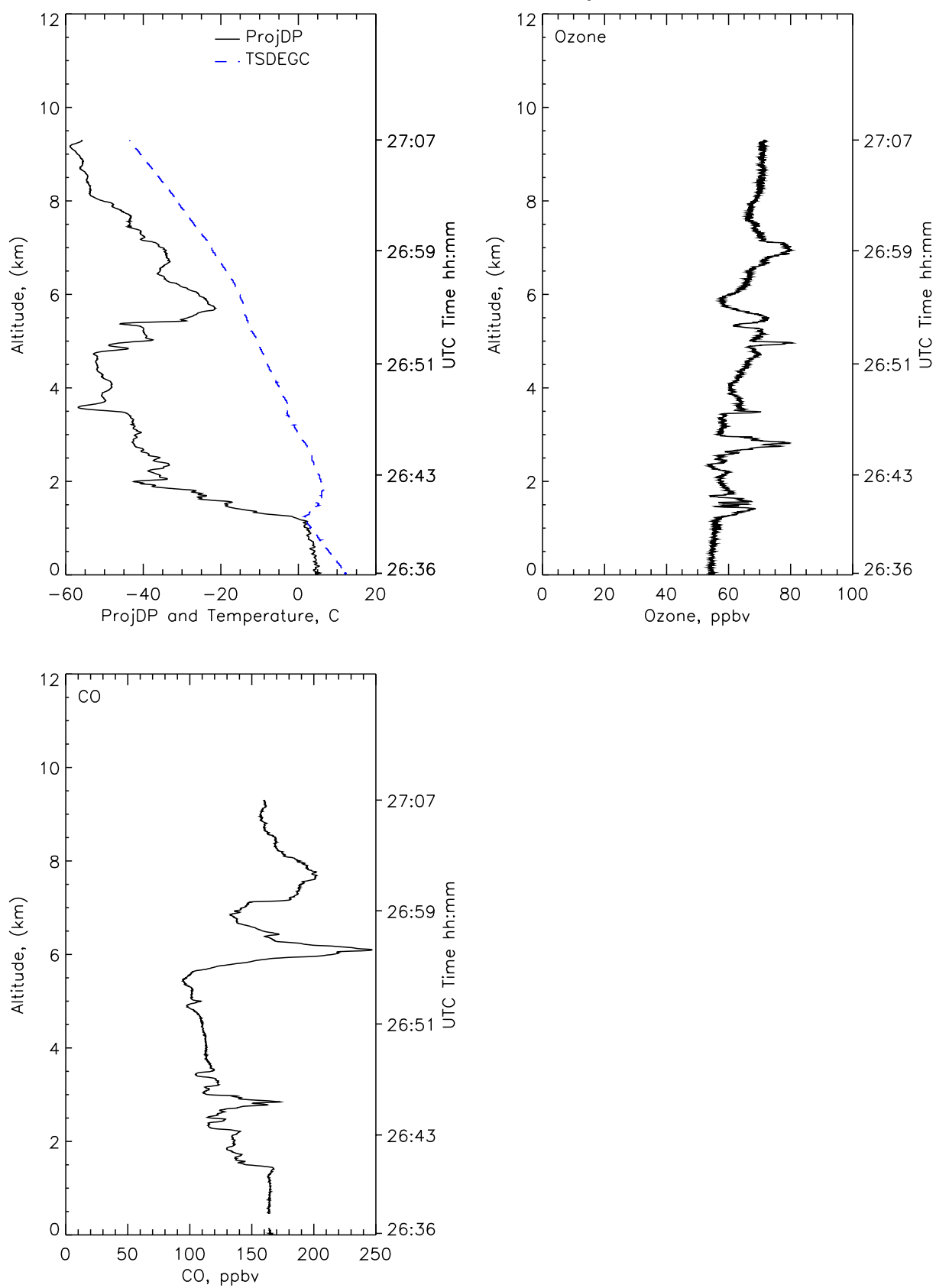
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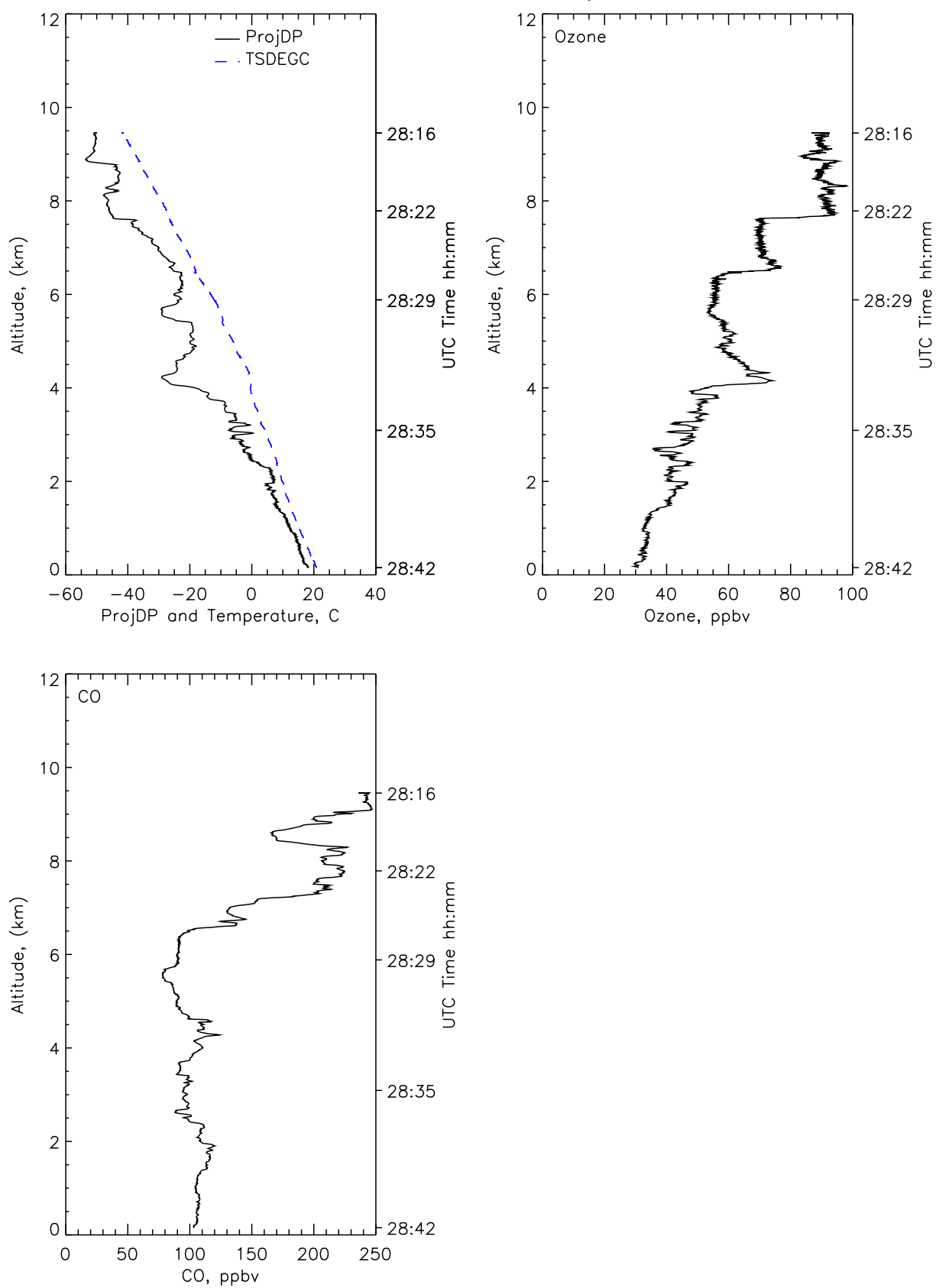
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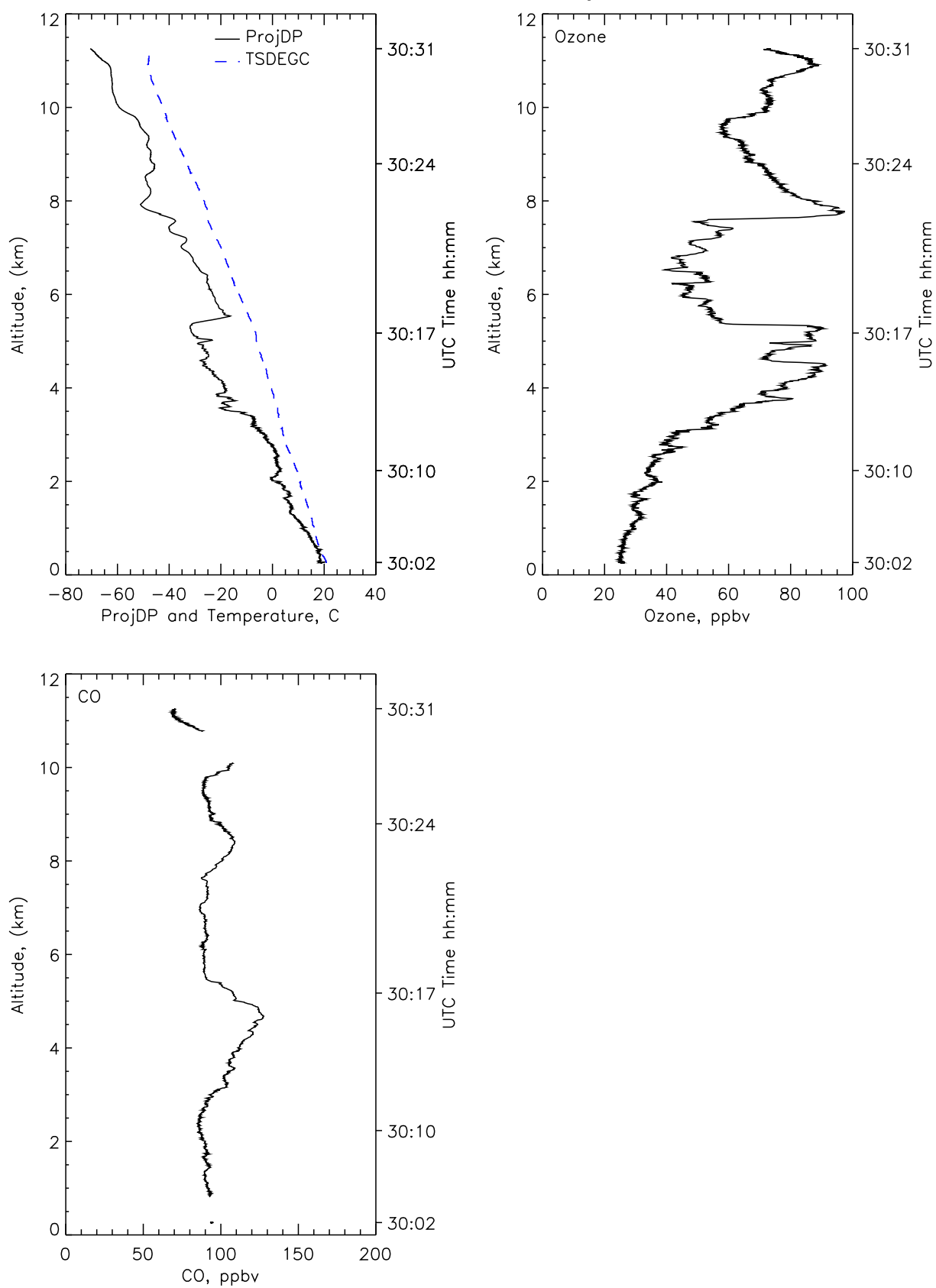
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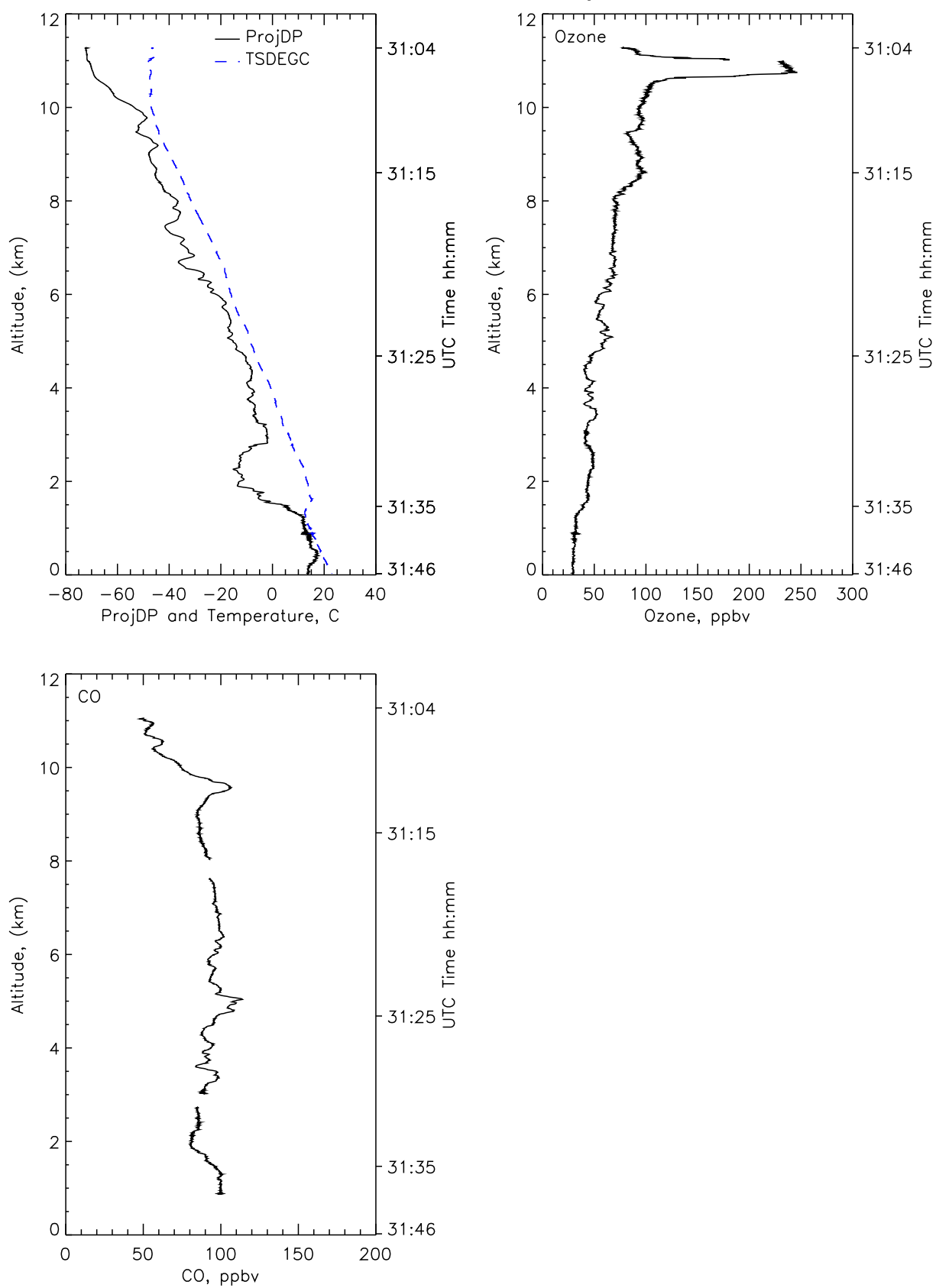
Profile # 6 TRACE-P DC-8 Flight 18



Profile # 7 TRACE-P DC-8 Flight 18



Profile # 8 TRACE-P DC-8 Flight 18



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

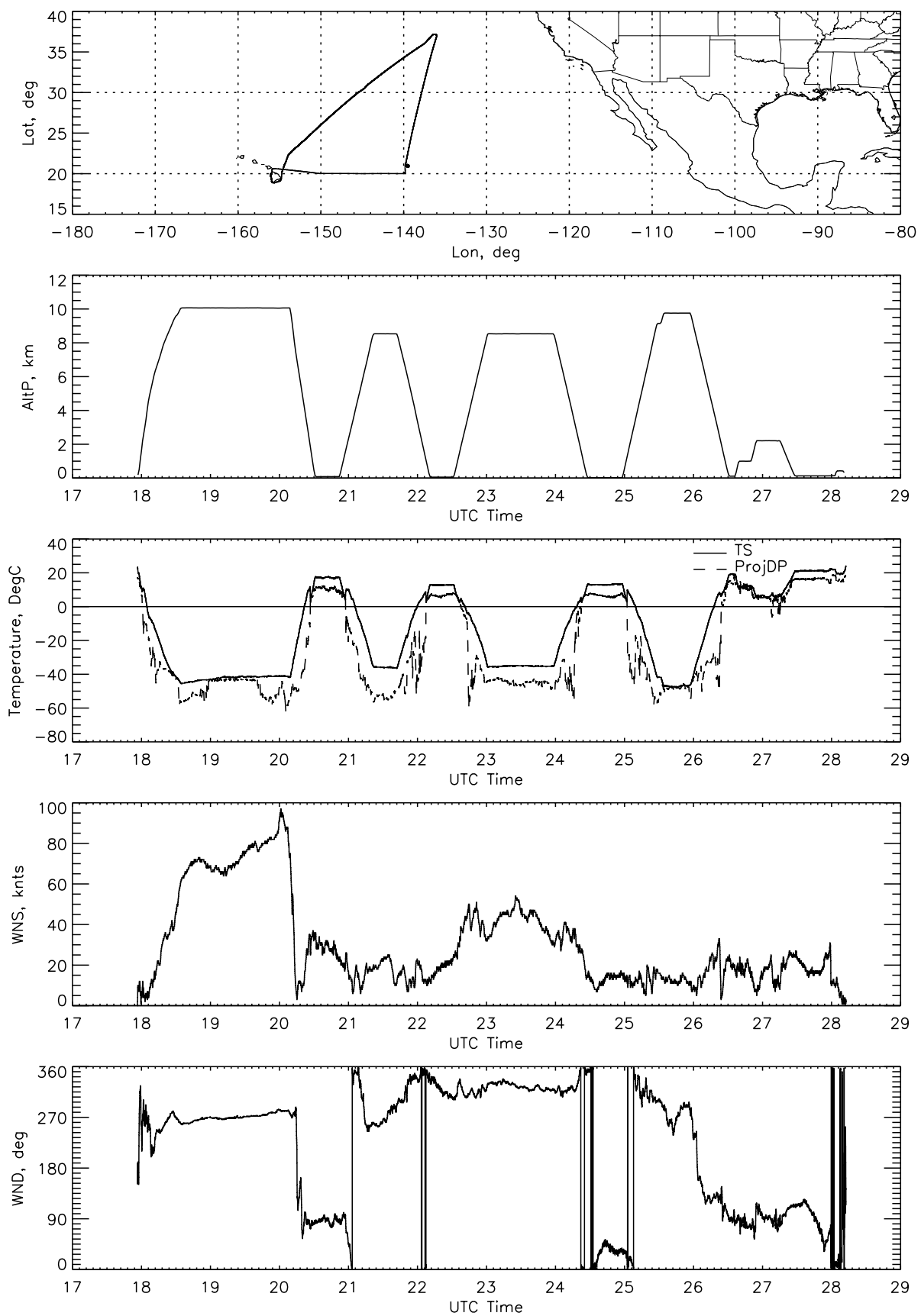
Flight 19D

Local: Kona No. 1

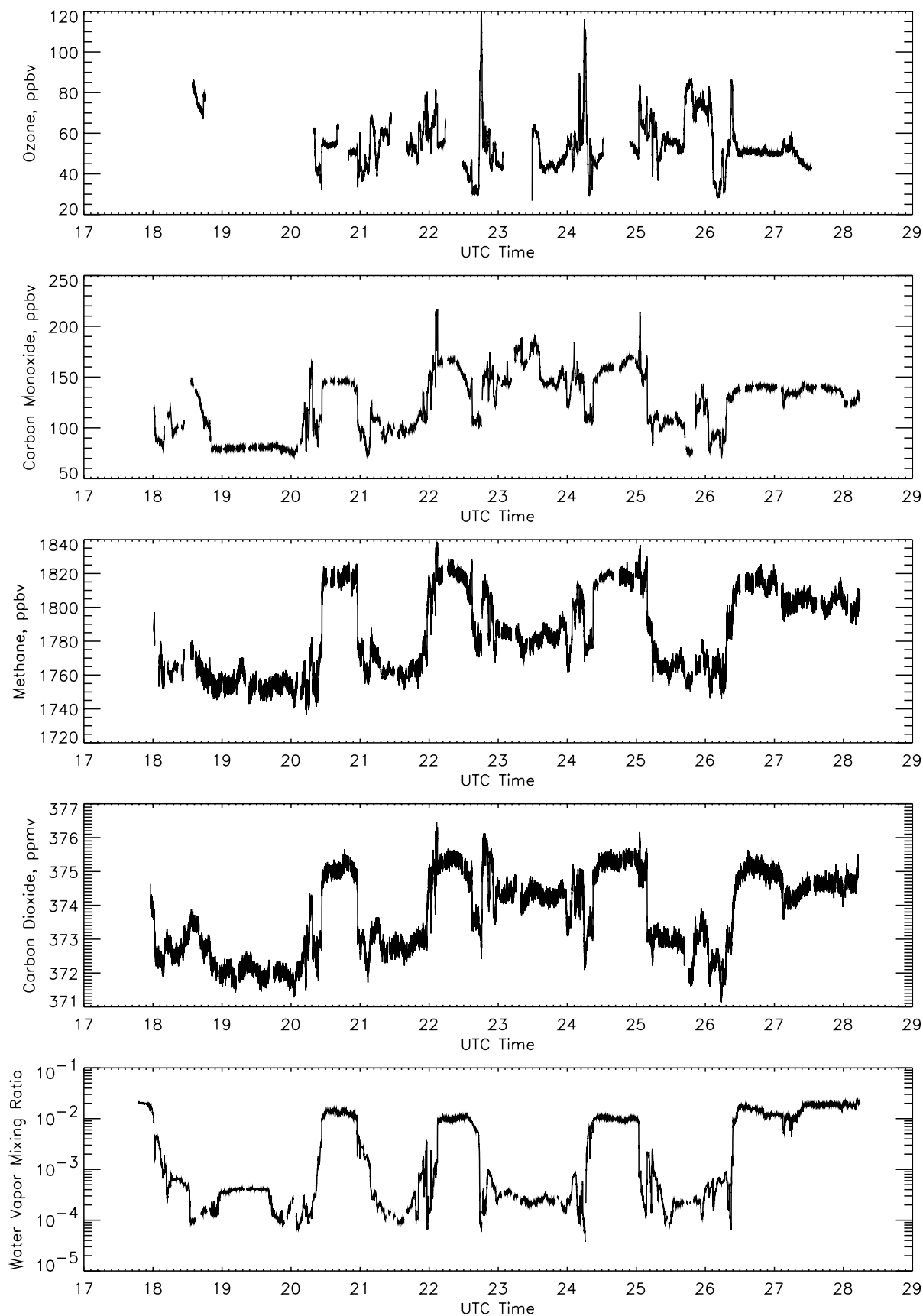
Subsidence Over East Pacific
and MOPITT Transect

April 6, 2001

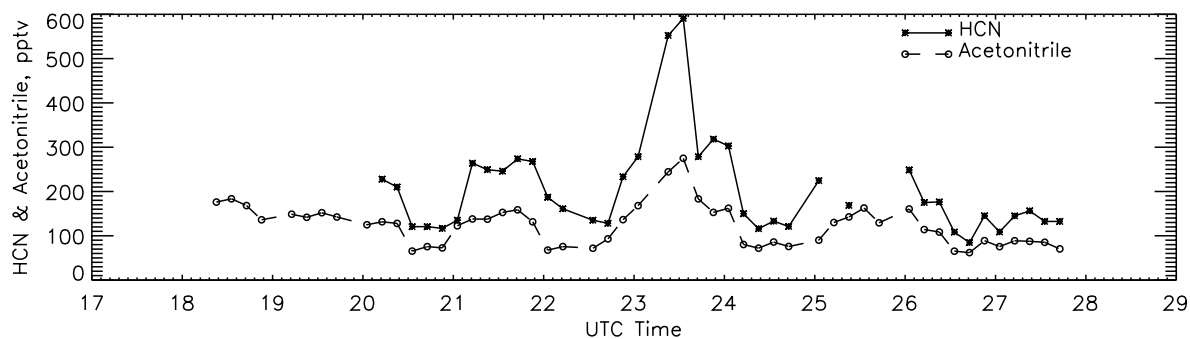
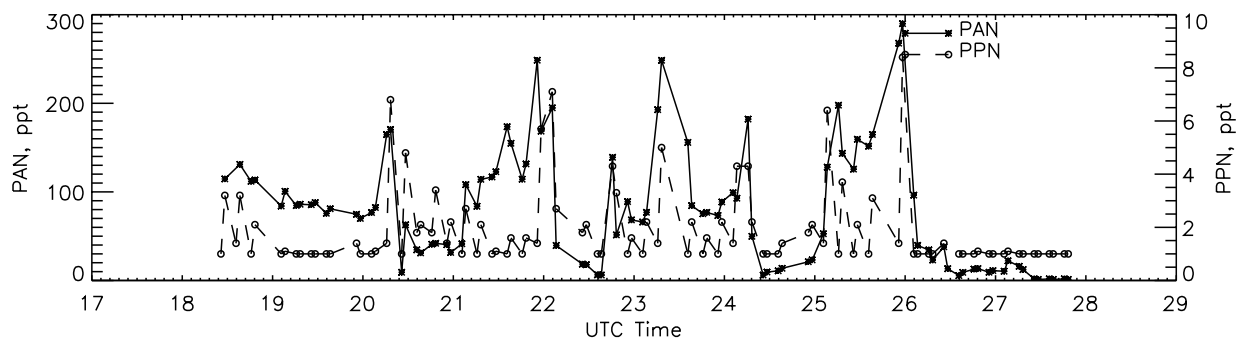
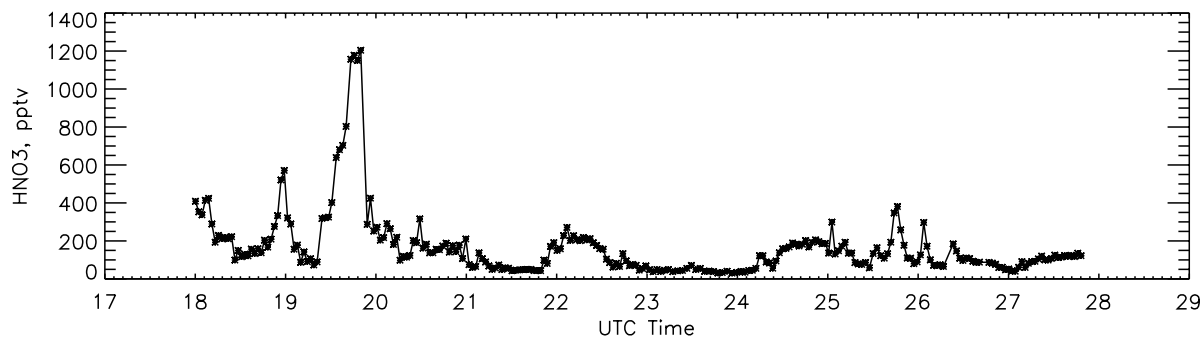
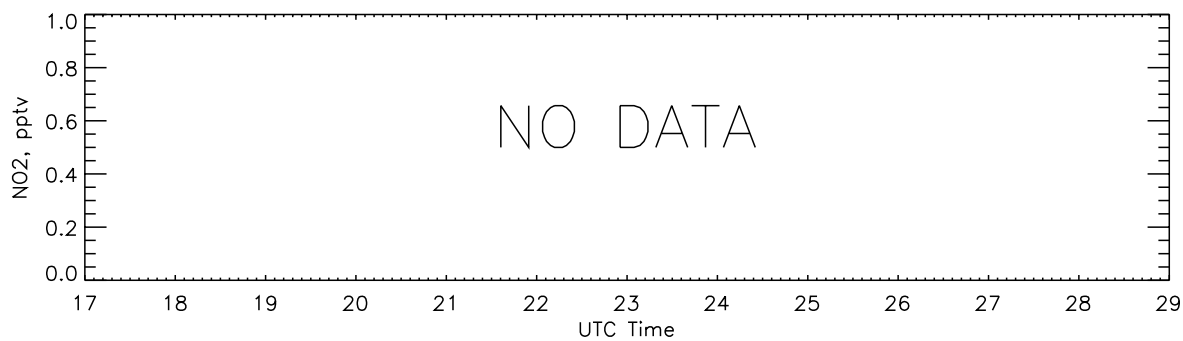
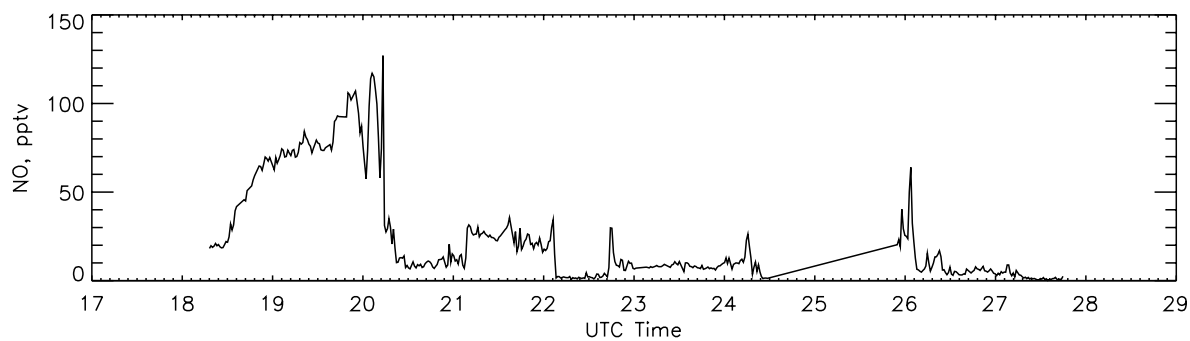
FINAL DATA: TRACE-P DC-8 Flight 19



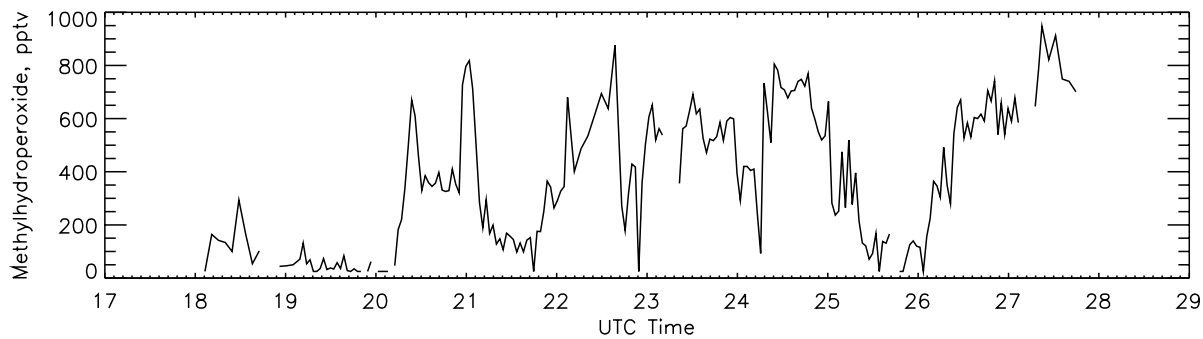
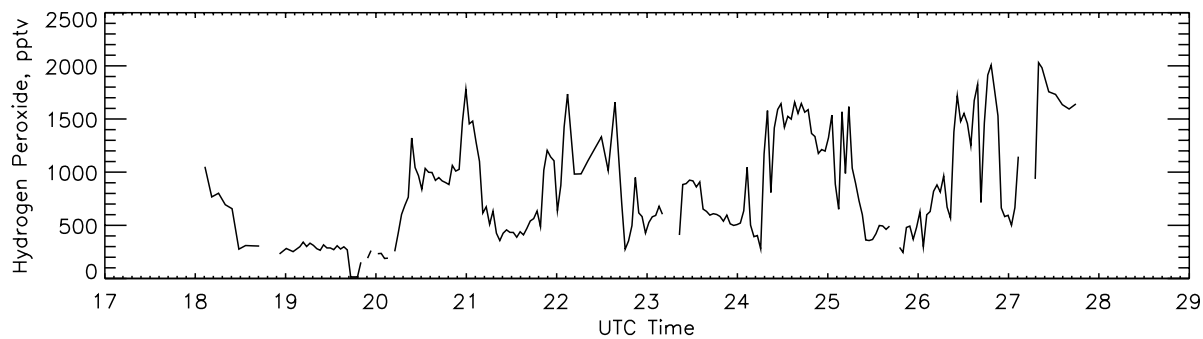
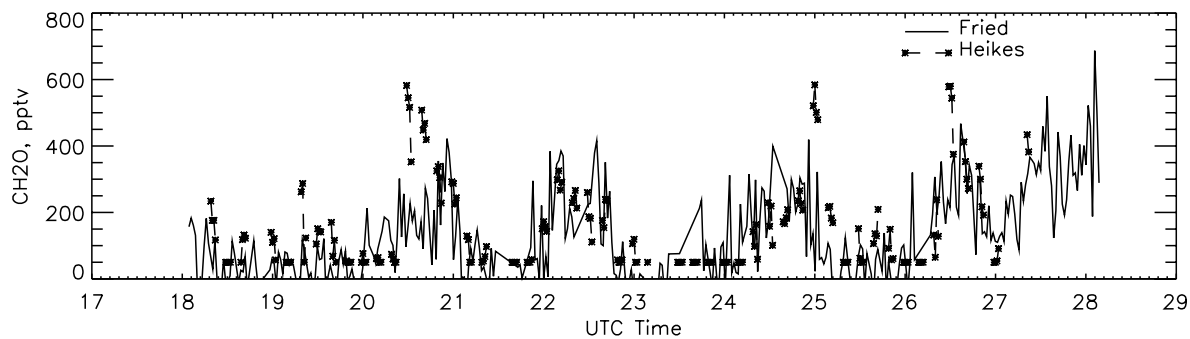
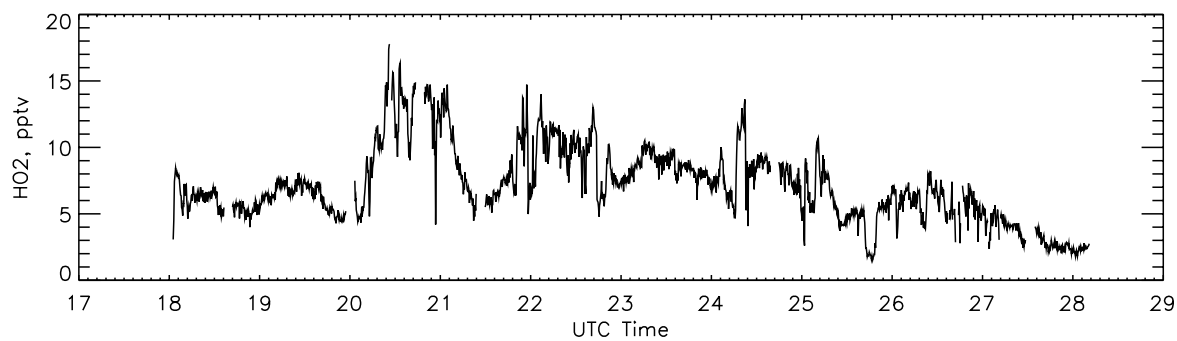
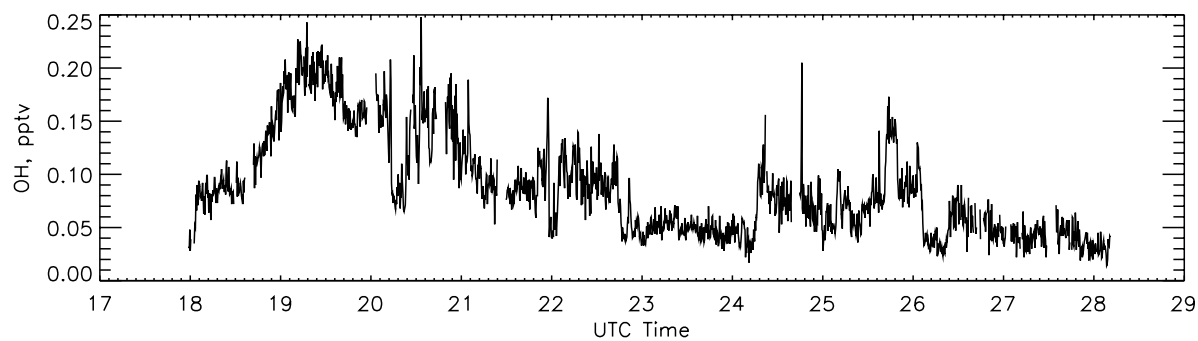
FINAL DATA: TRACE-P DC-8 Flight 19



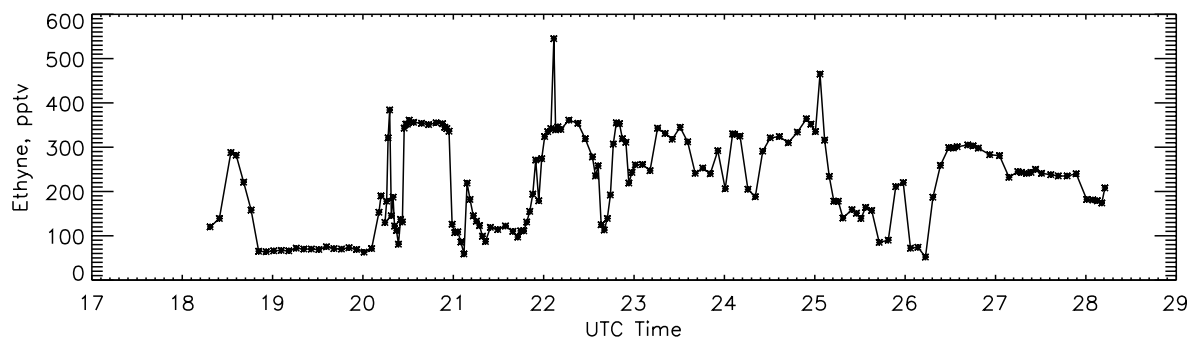
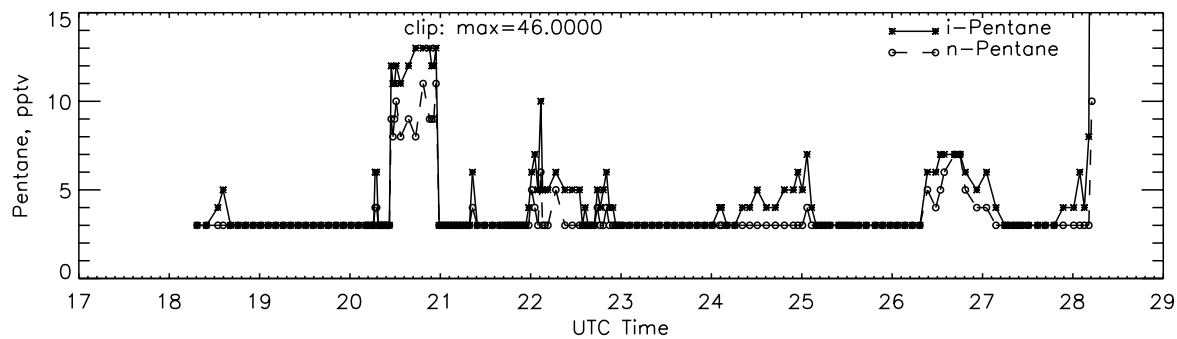
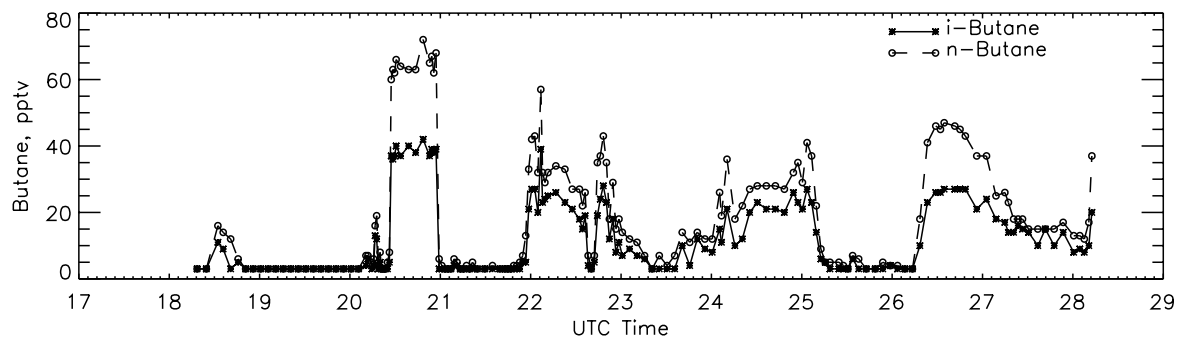
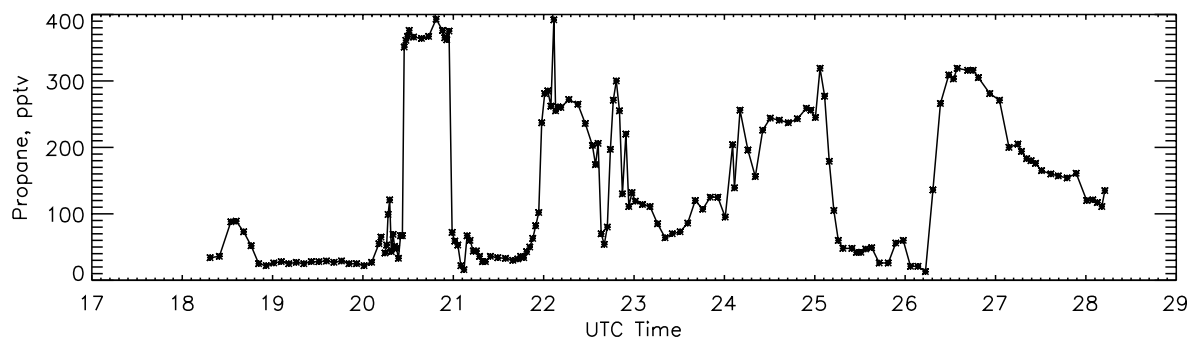
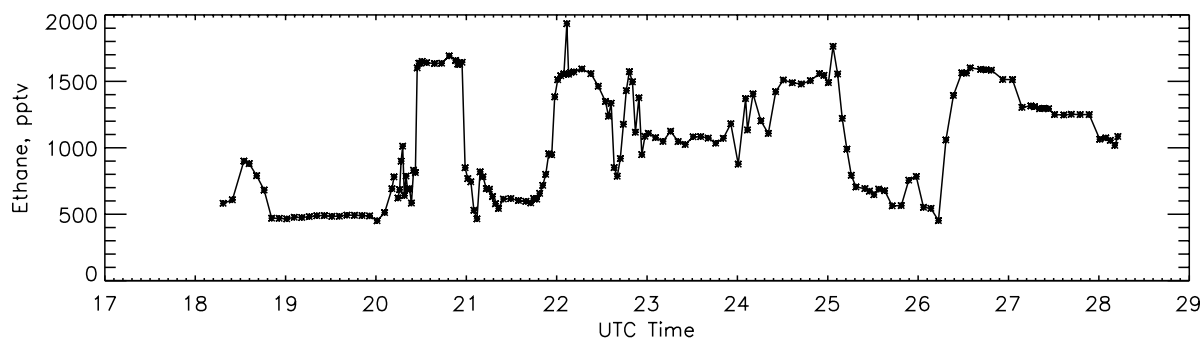
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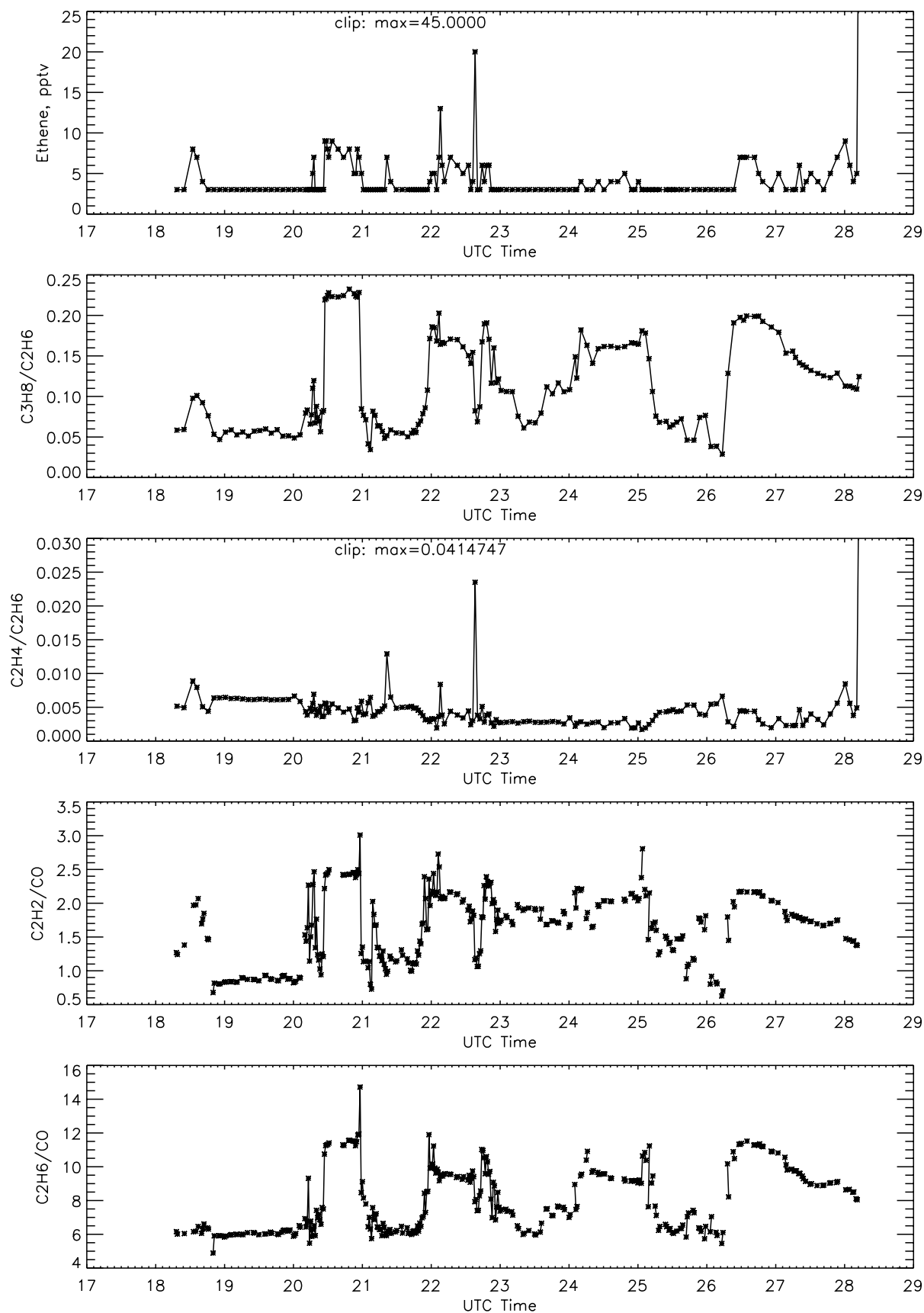
FINAL DATA: TRACE-P DC-8 Flight 19



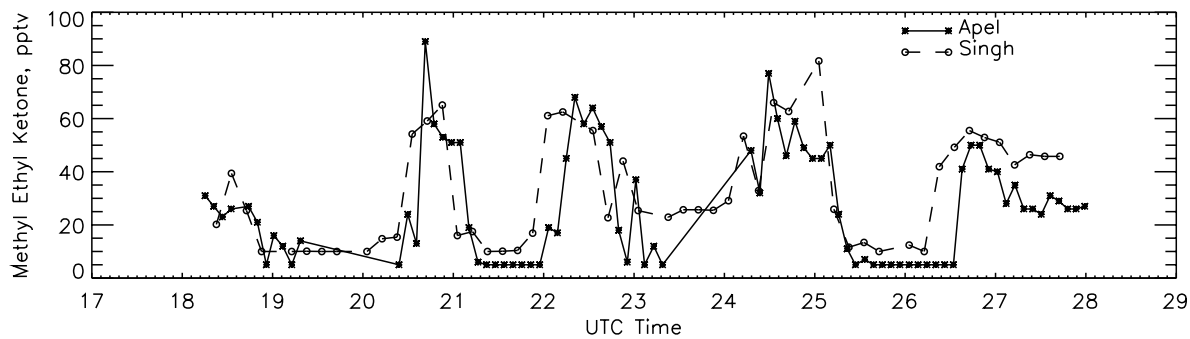
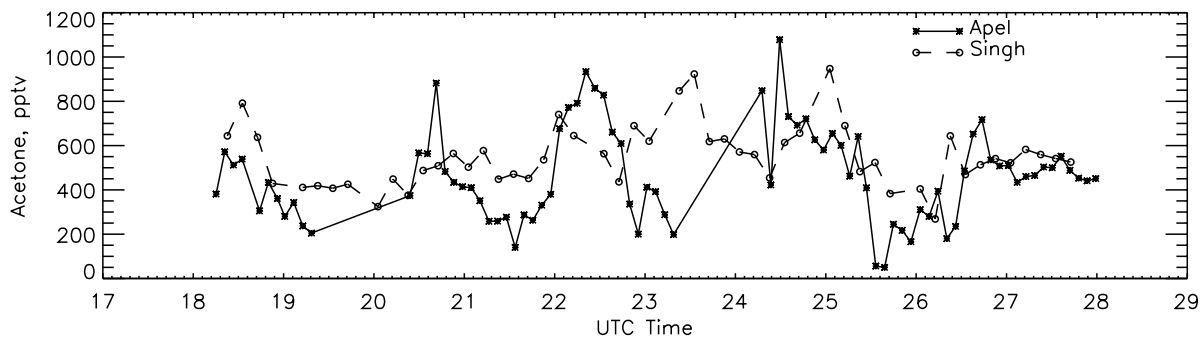
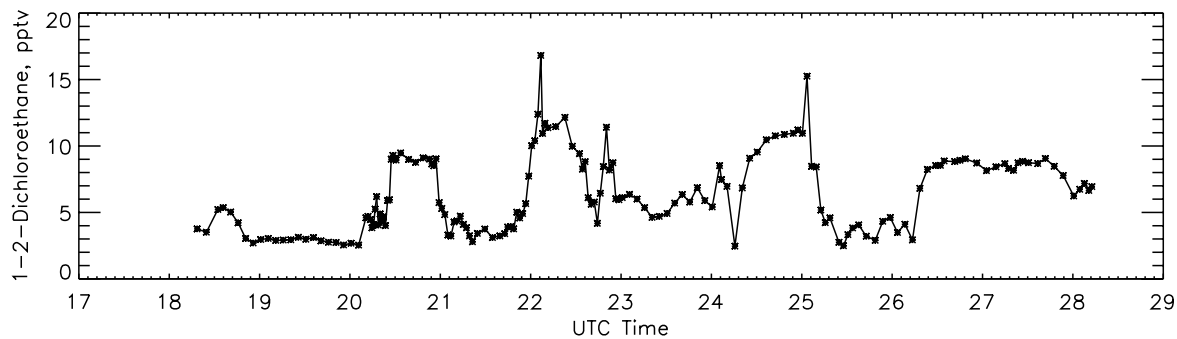
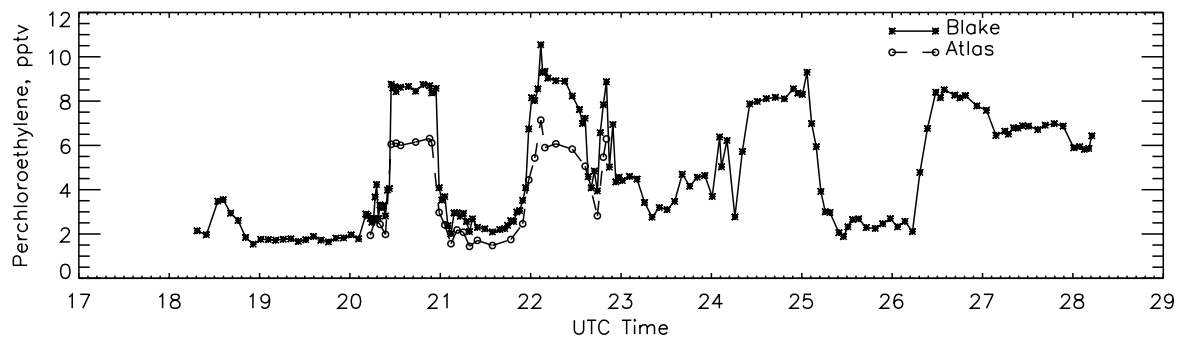
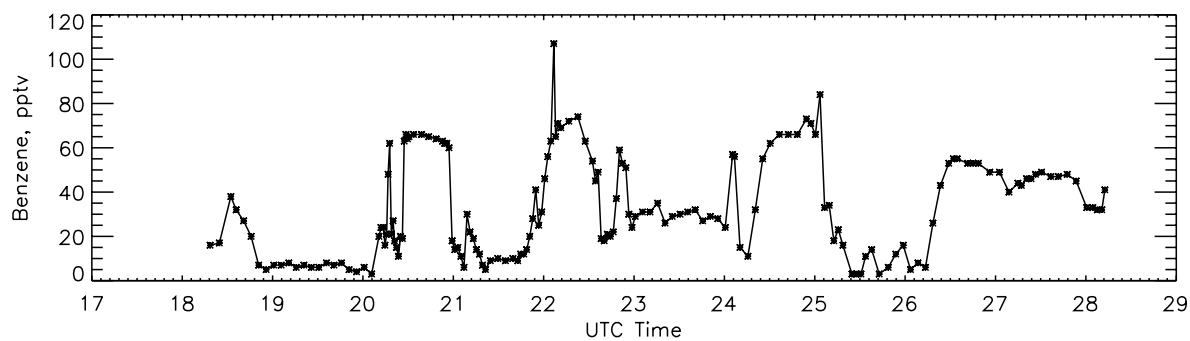
FINAL DATA: TRACE-P DC-8 Flight 19



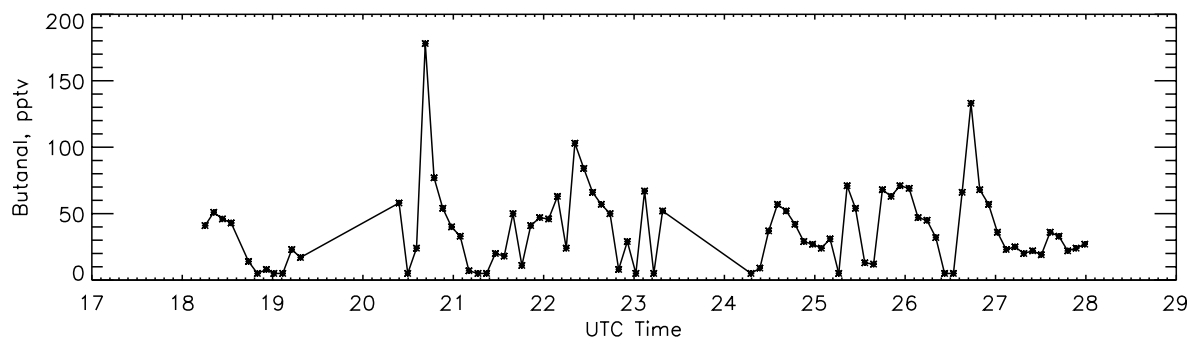
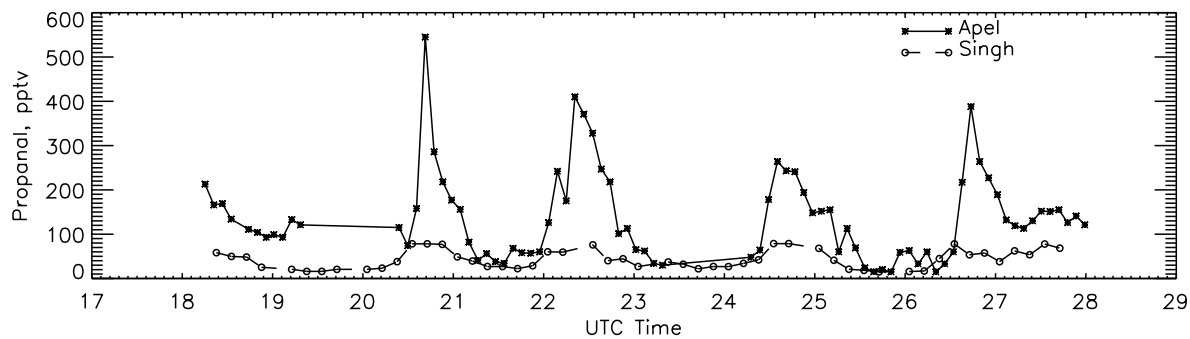
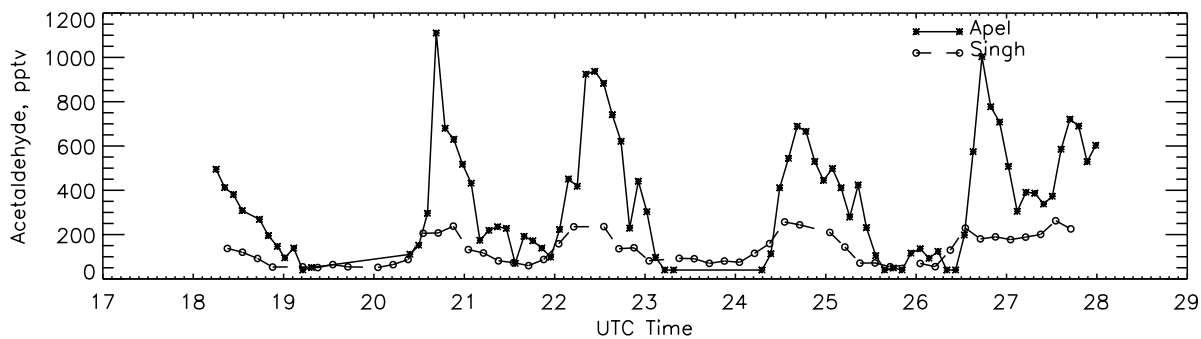
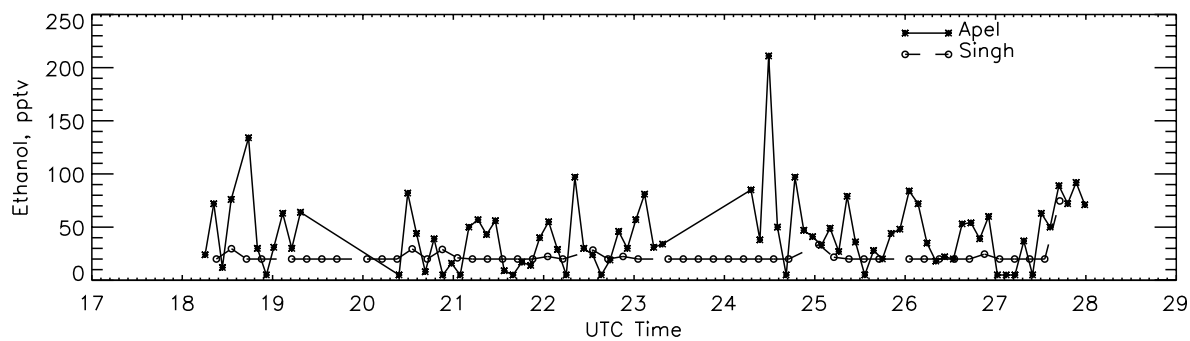
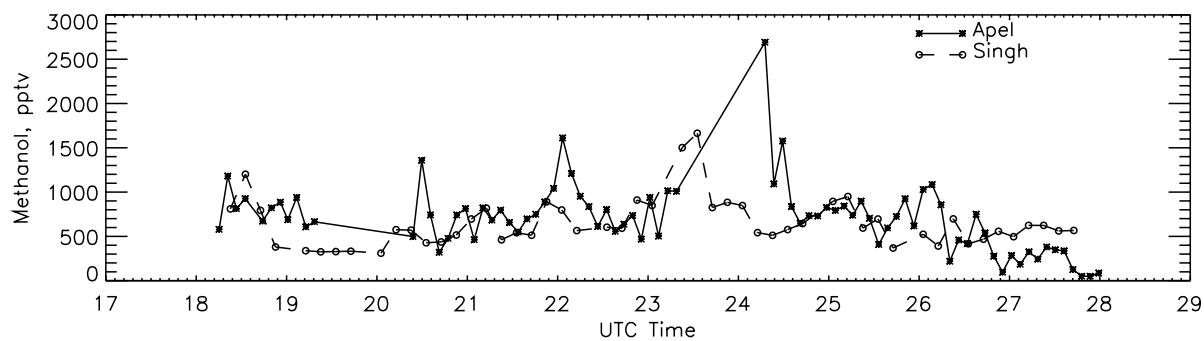
FINAL DATA: TRACE-P DC-8 Flight 19



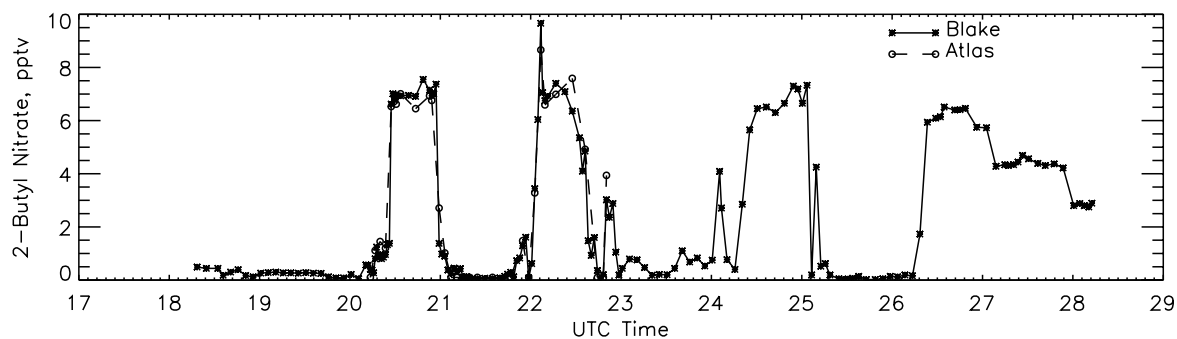
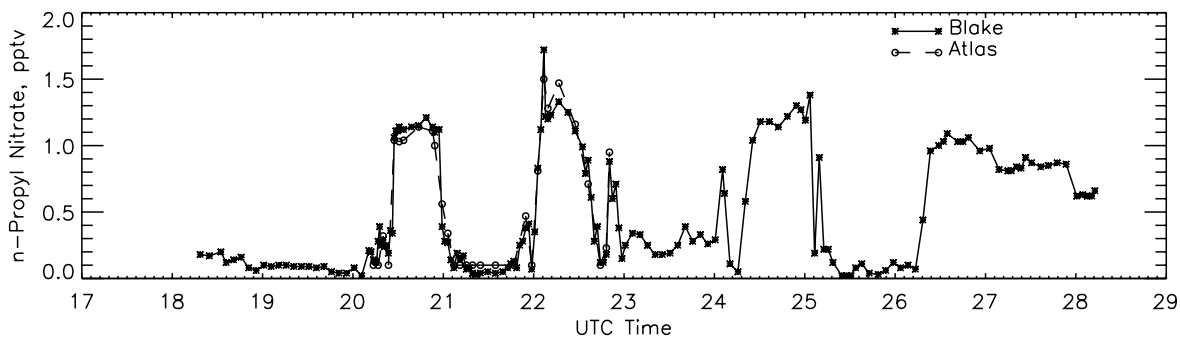
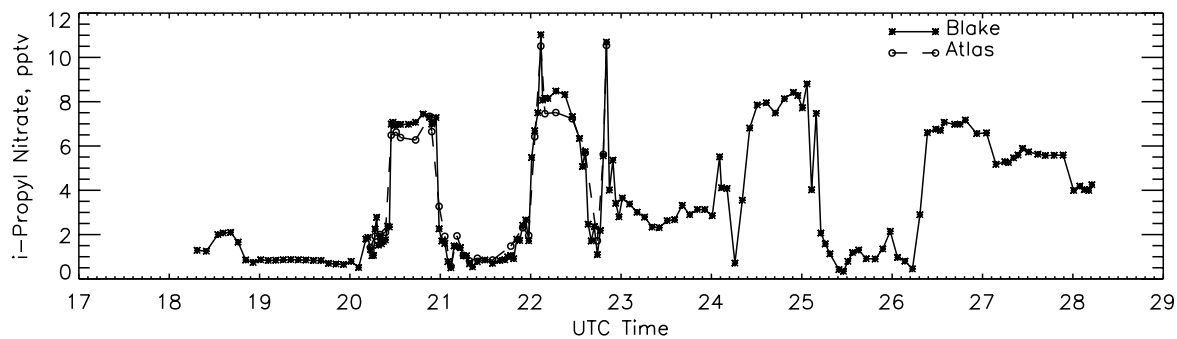
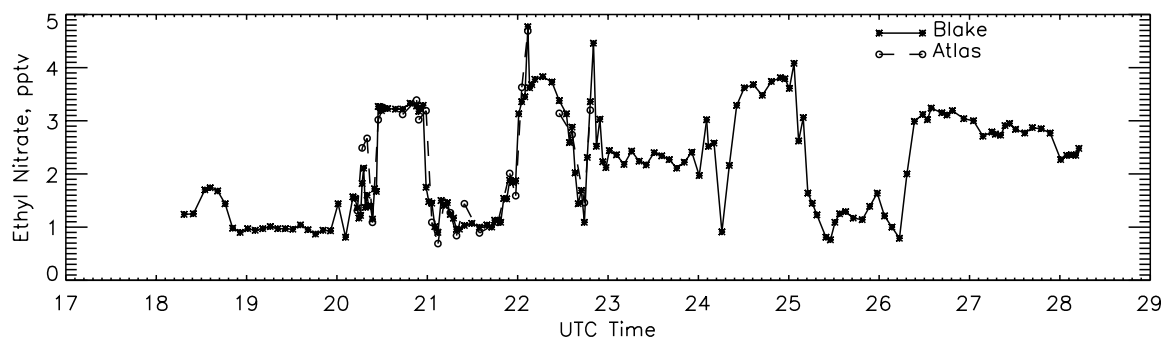
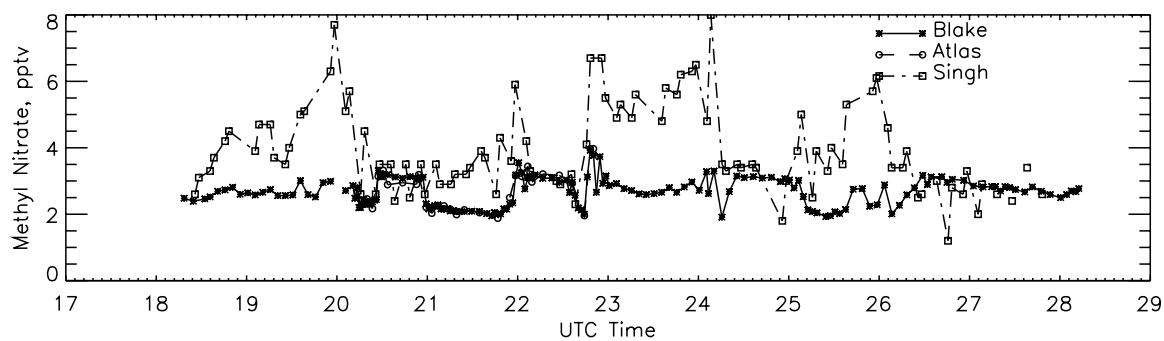
FINAL DATA: TRACE-P DC-8 Flight 19



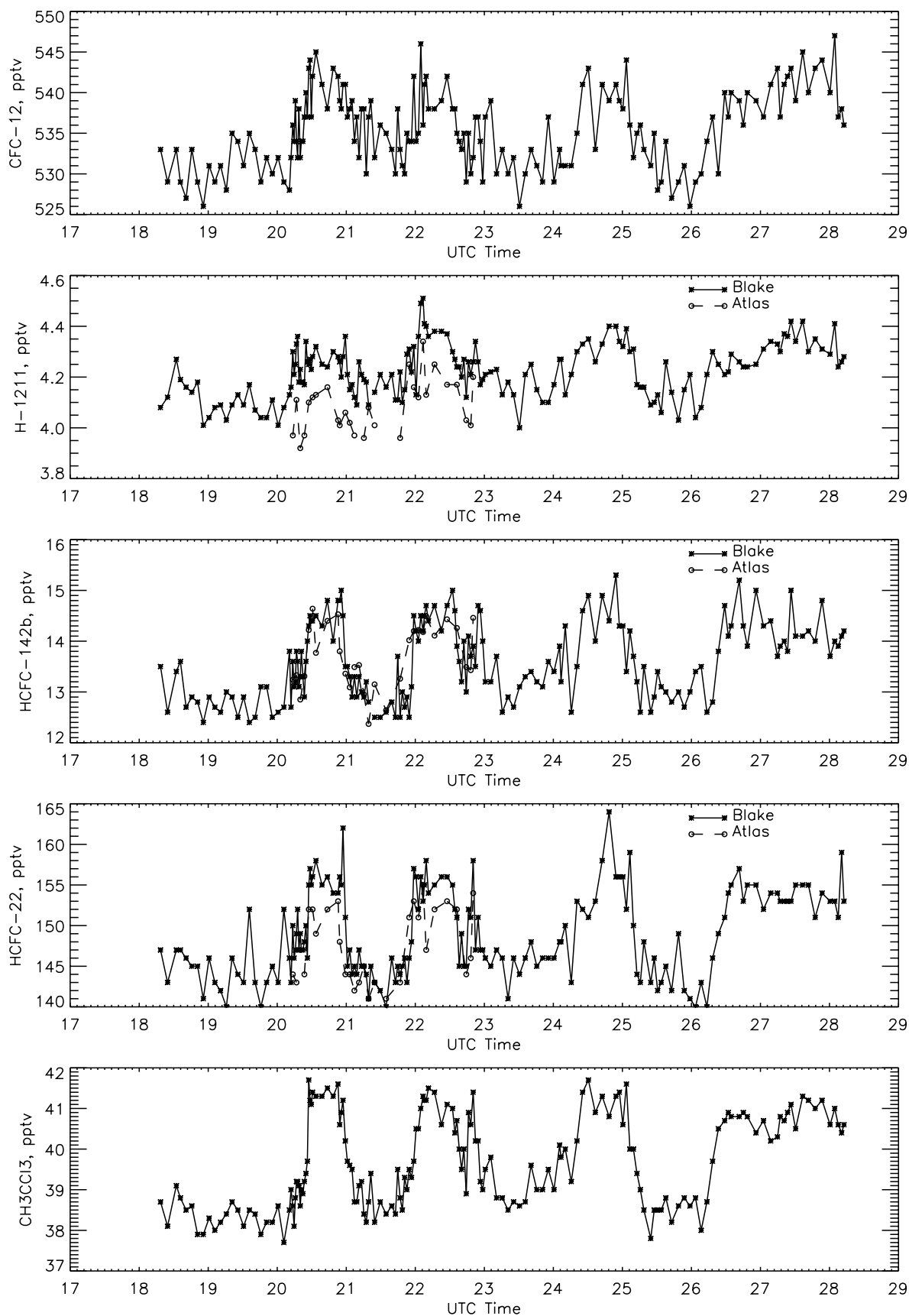
FINAL DATA: TRACE-P DC-8 Flight 19



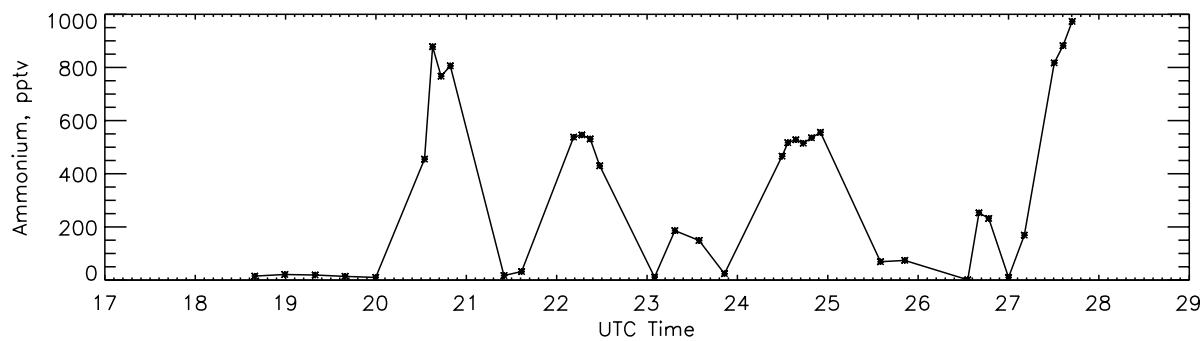
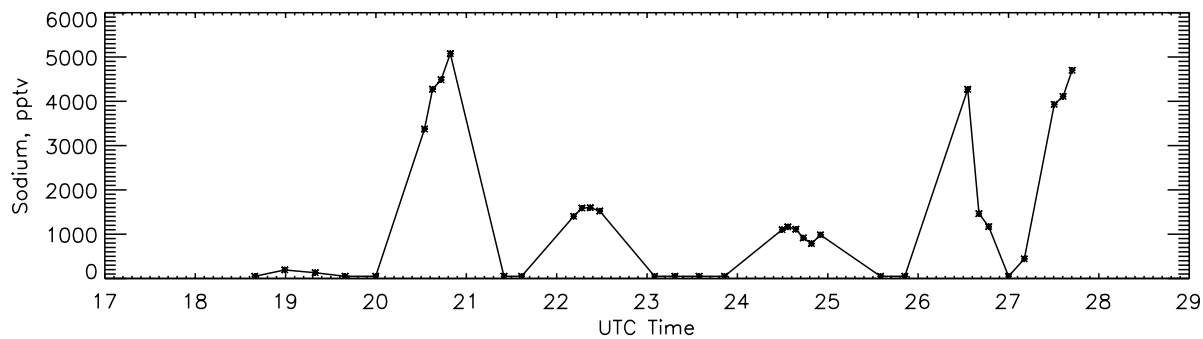
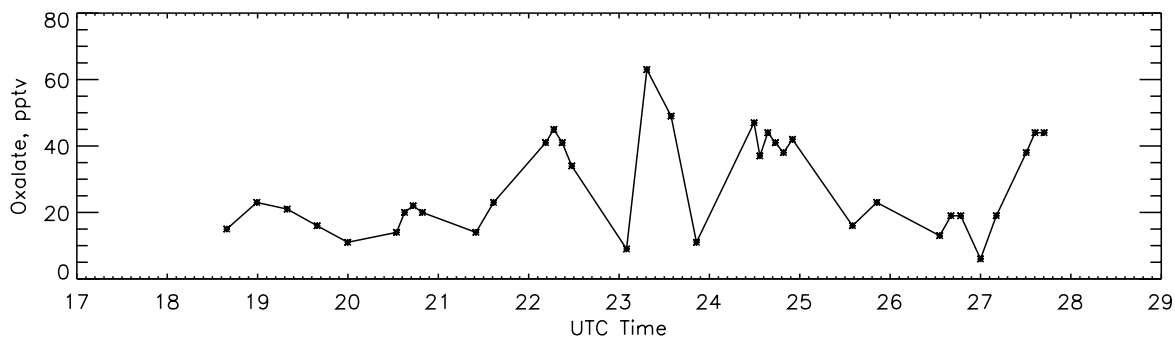
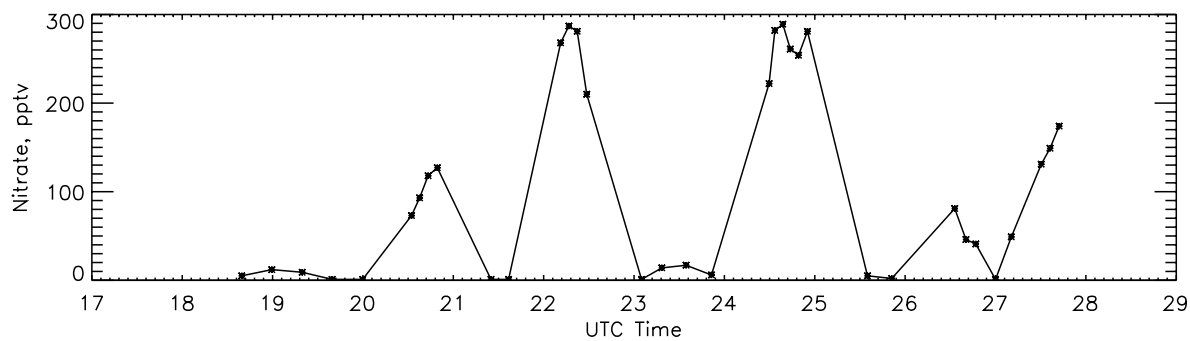
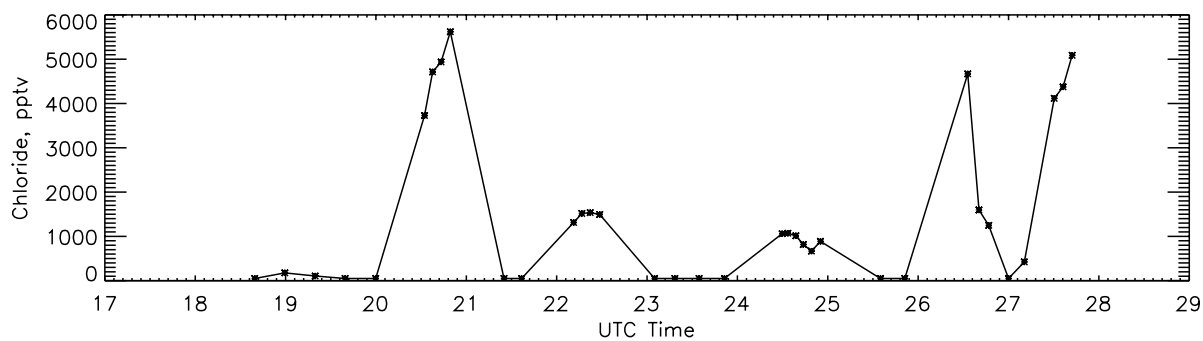
FINAL DATA: TRACE-P DC-8 Flight 19



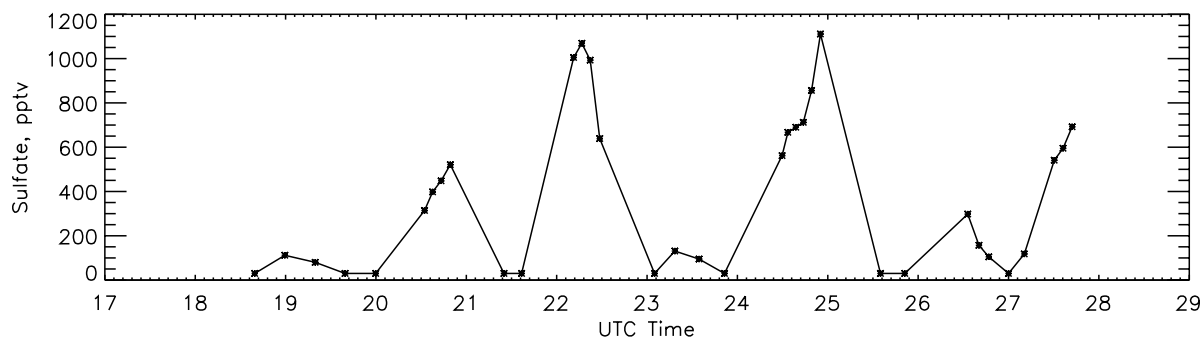
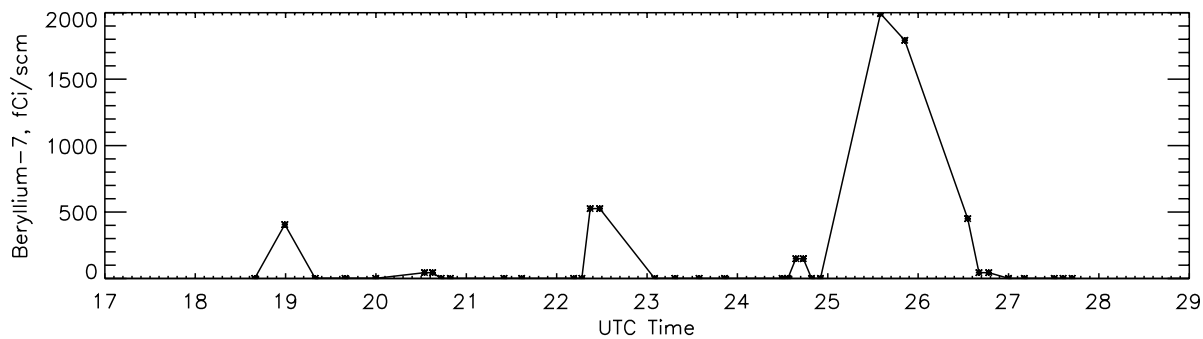
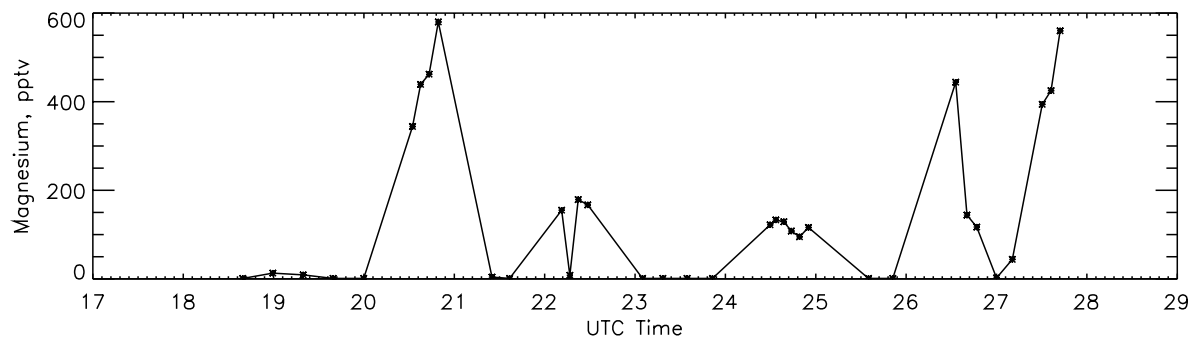
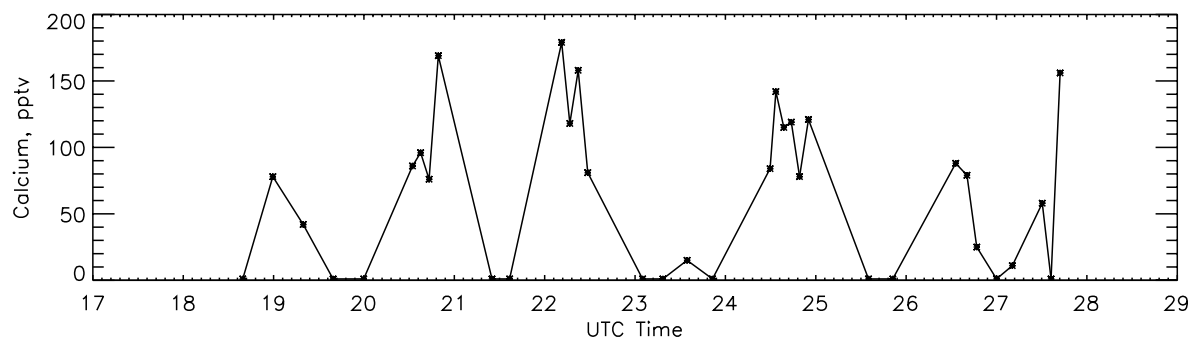
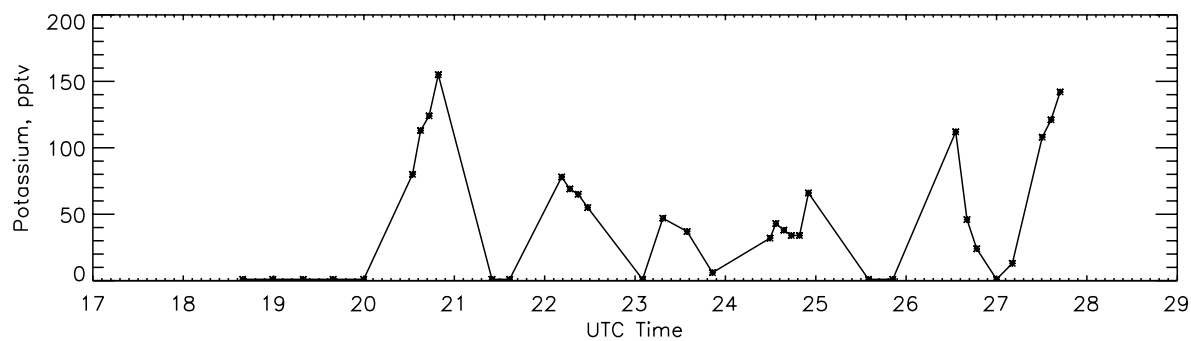
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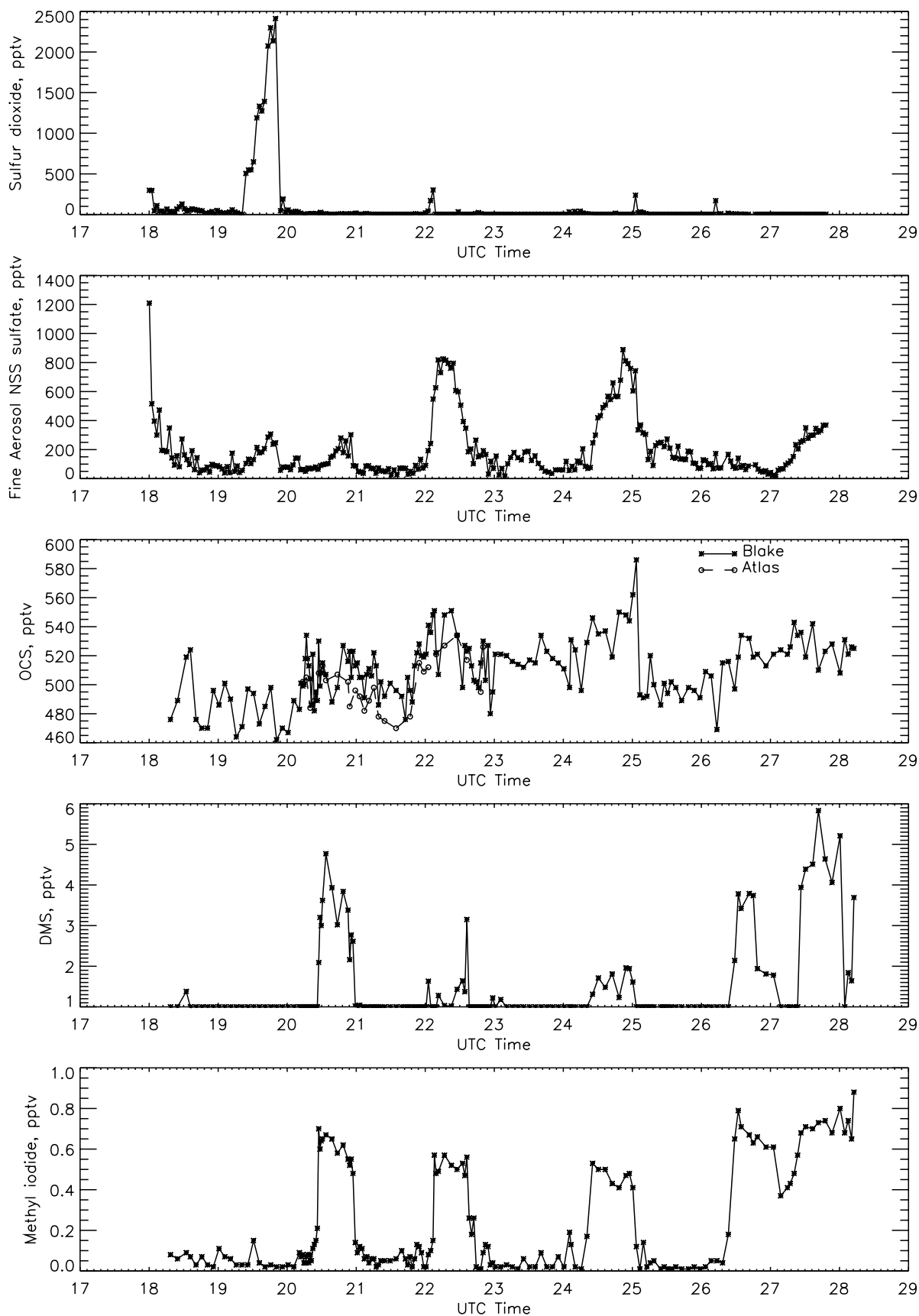
FINAL DATA: TRACE-P DC-8 Flight 19



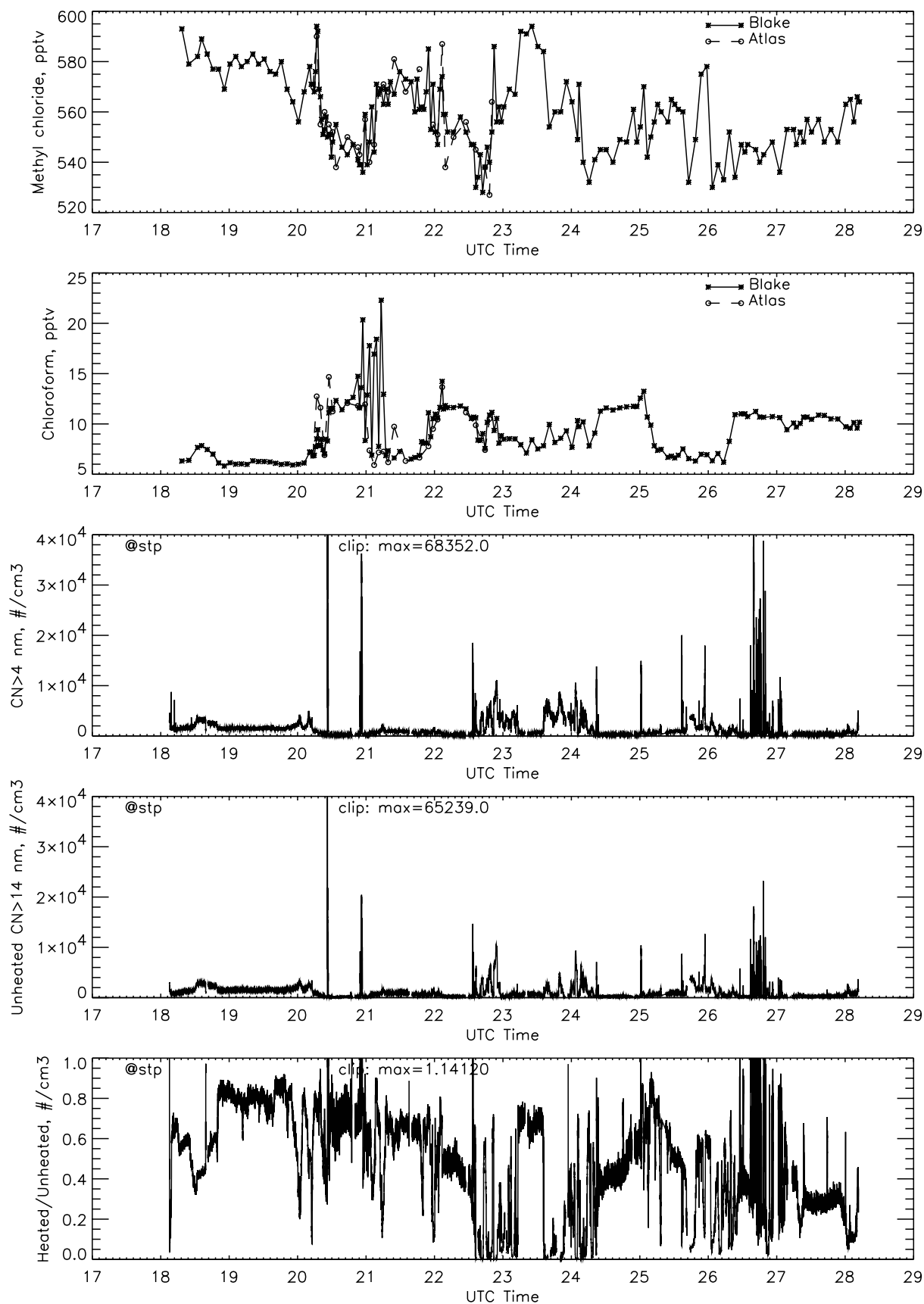
FINAL DATA: TRACE-P DC-8 Flight 19



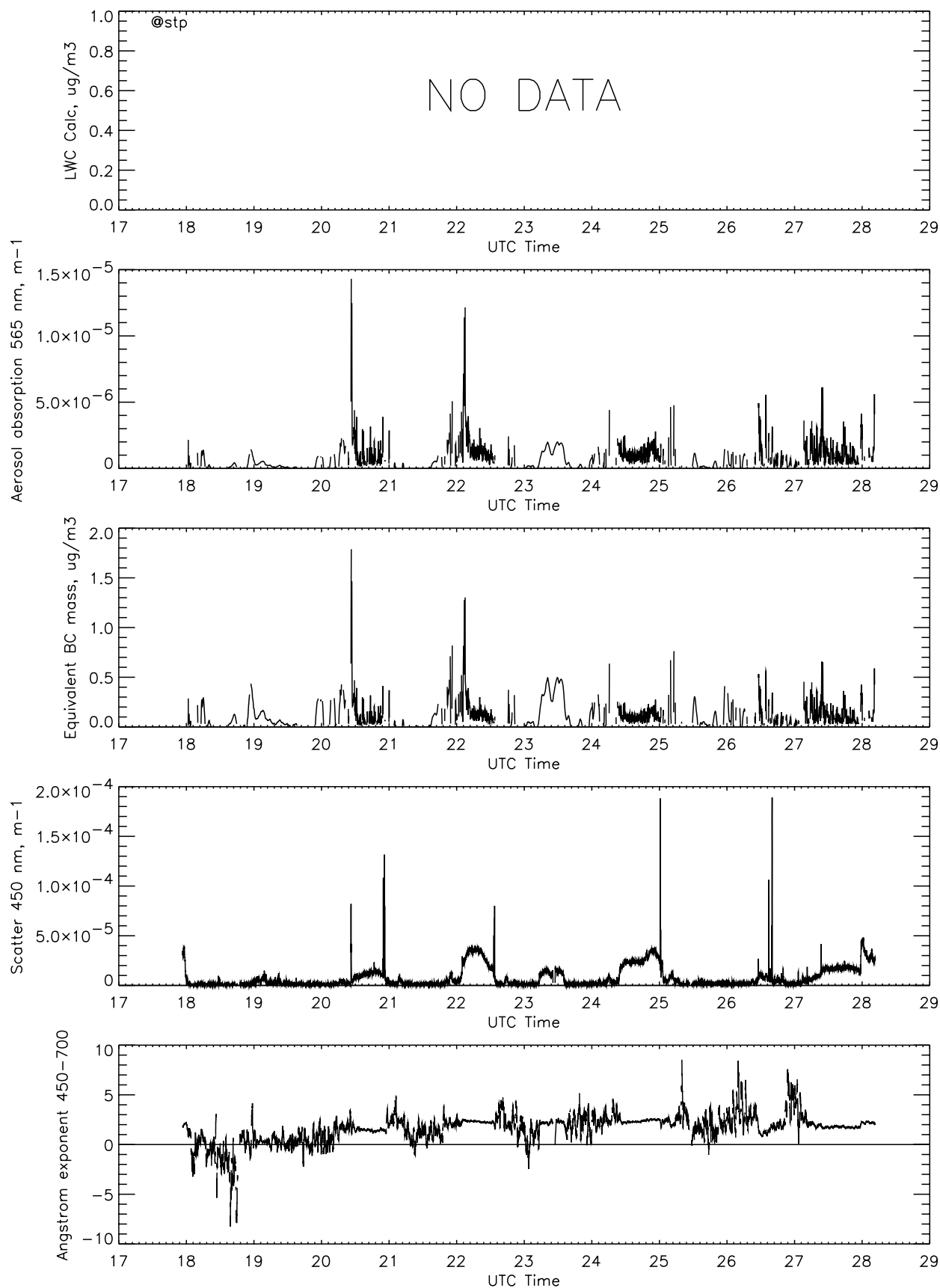
FINAL DATA: TRACE-P DC-8 Flight 19



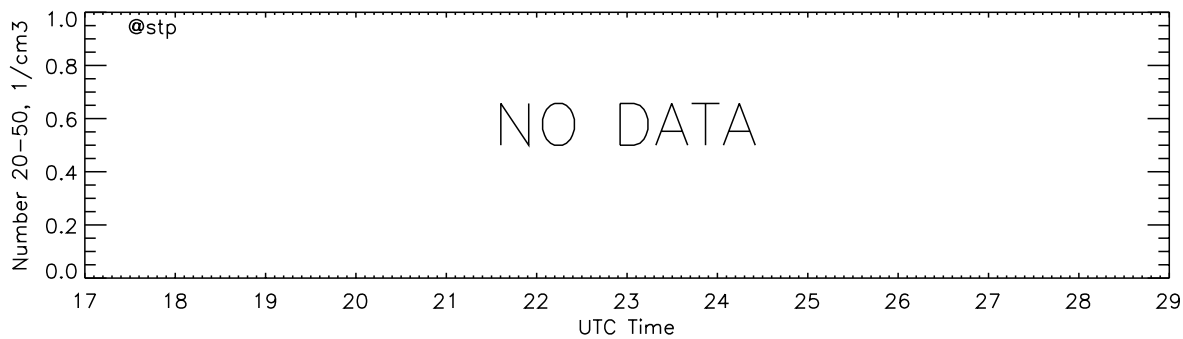
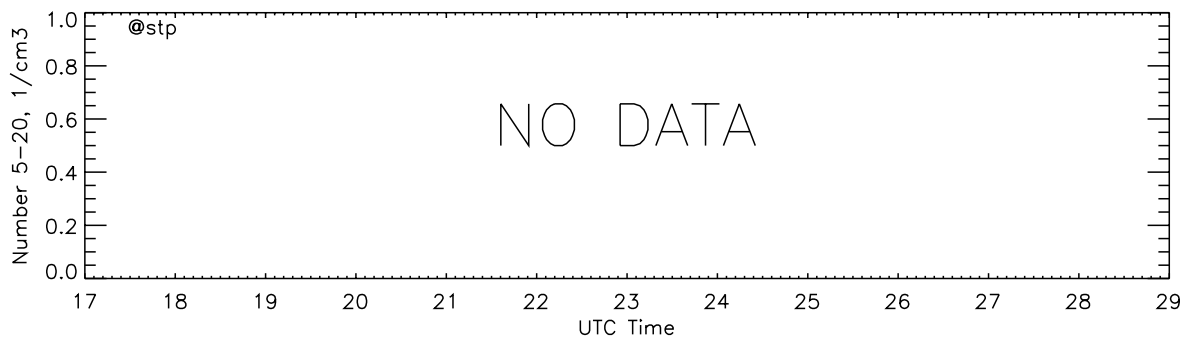
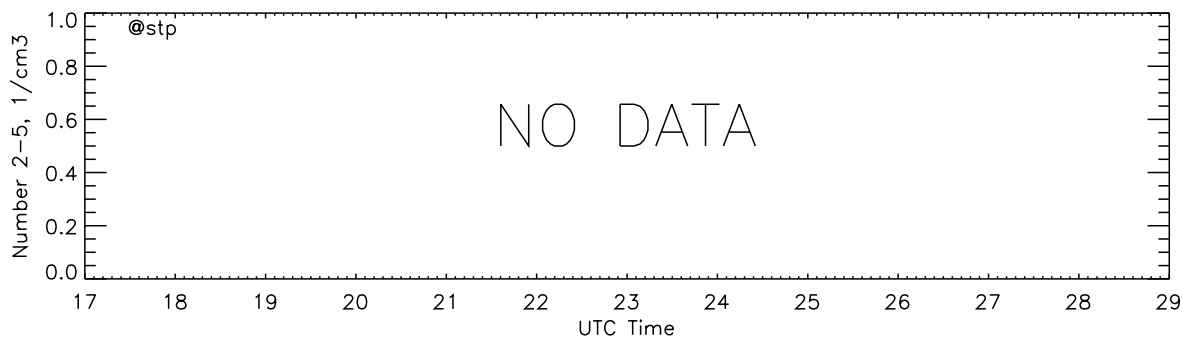
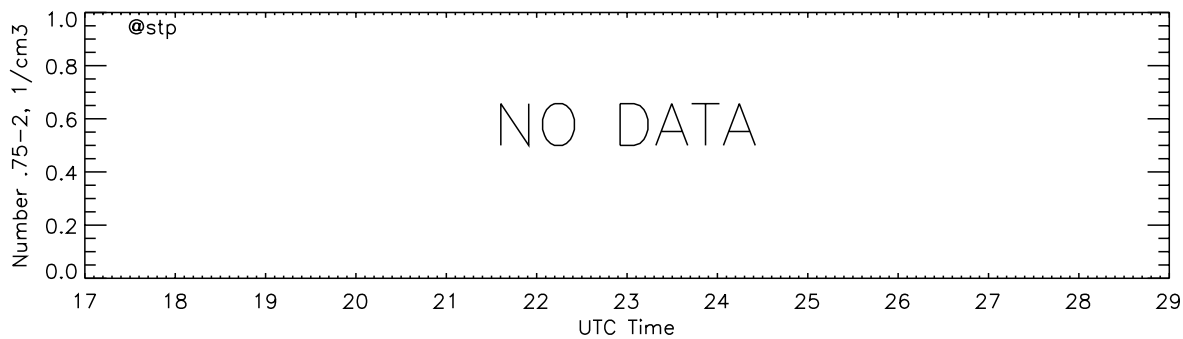
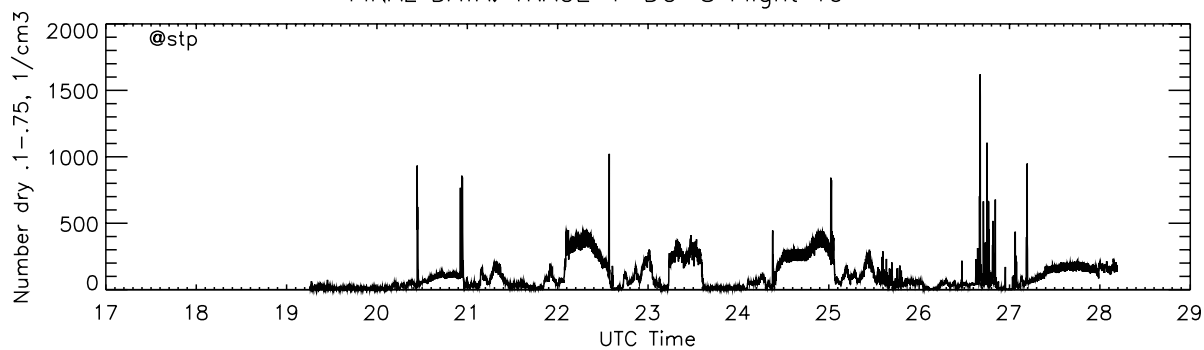
FINAL DATA: TRACE-P DC-8 Flight 19



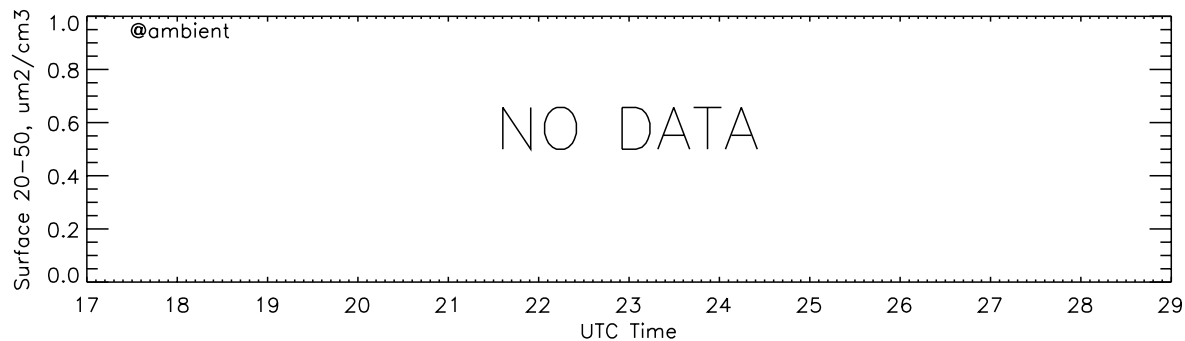
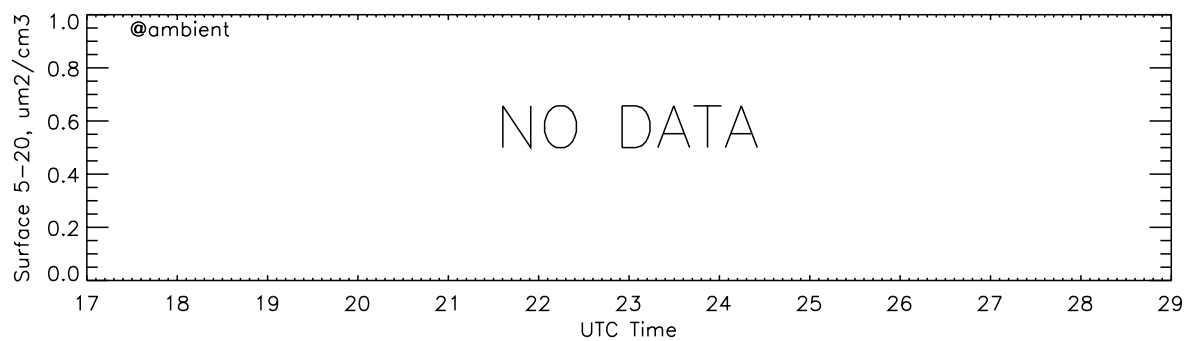
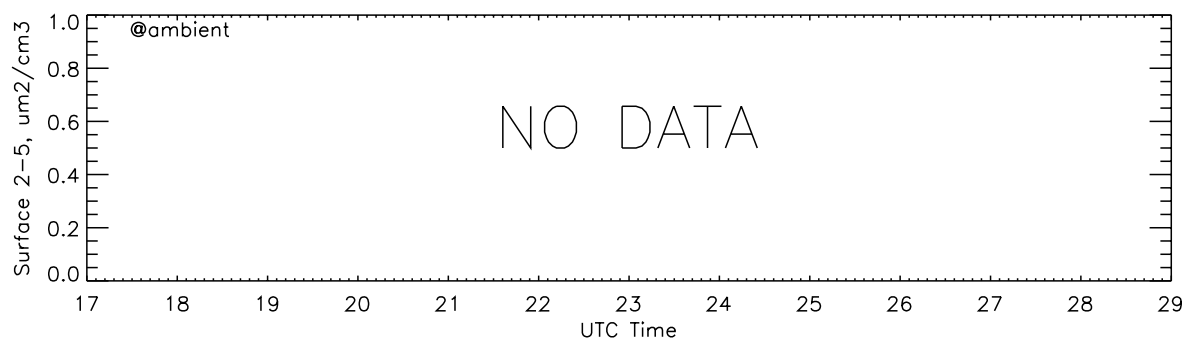
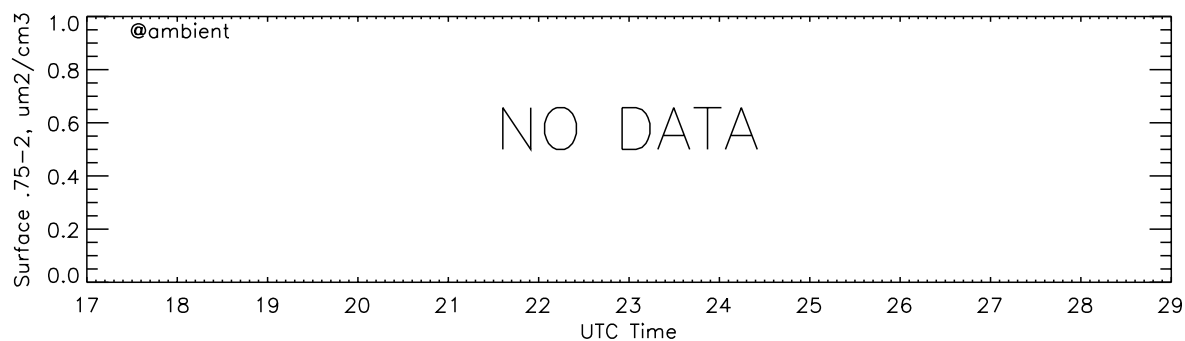
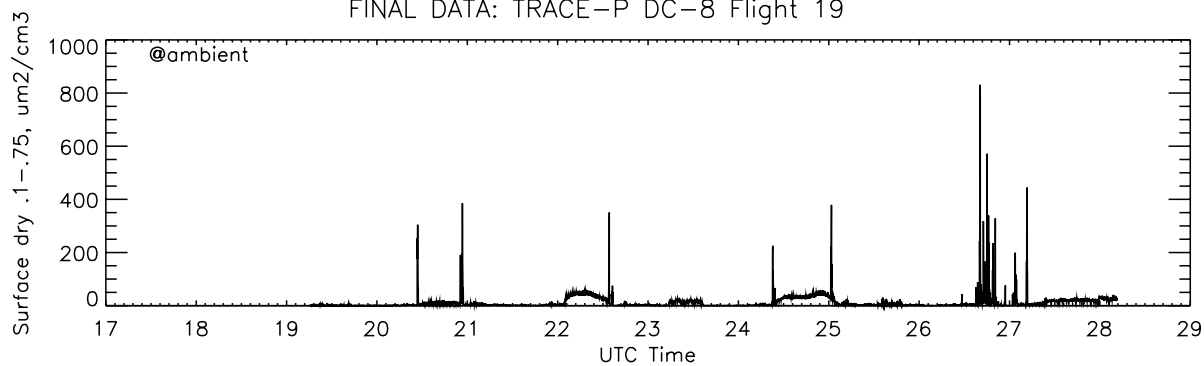
FINAL DATA: TRACE-P DC-8 Flight 19



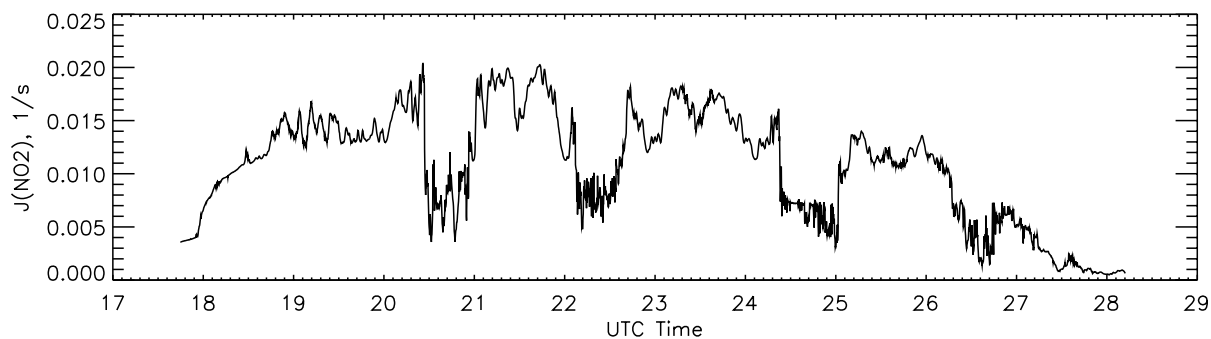
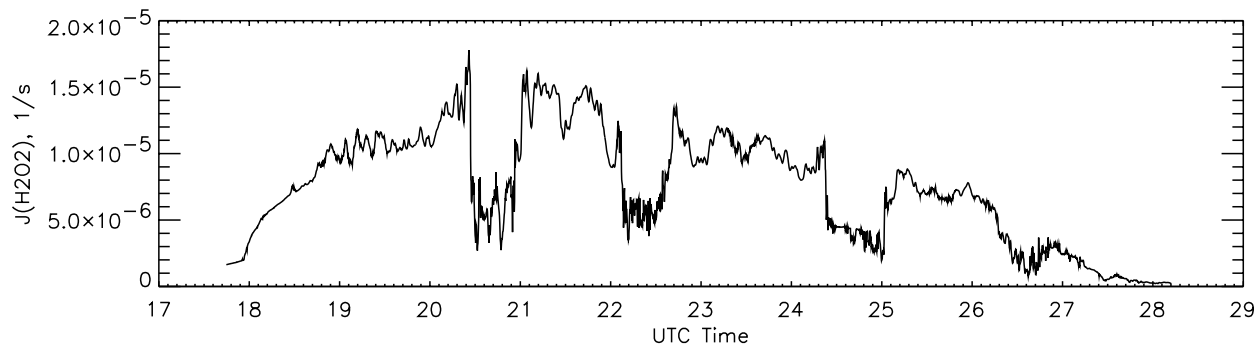
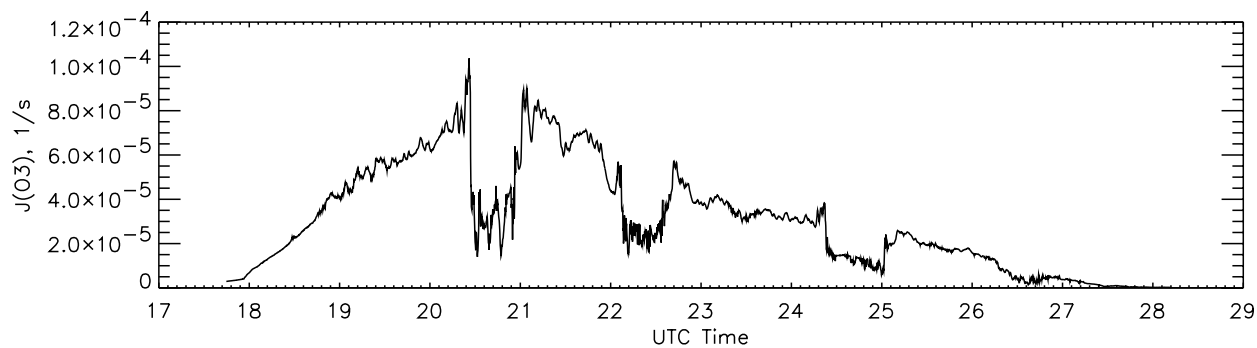
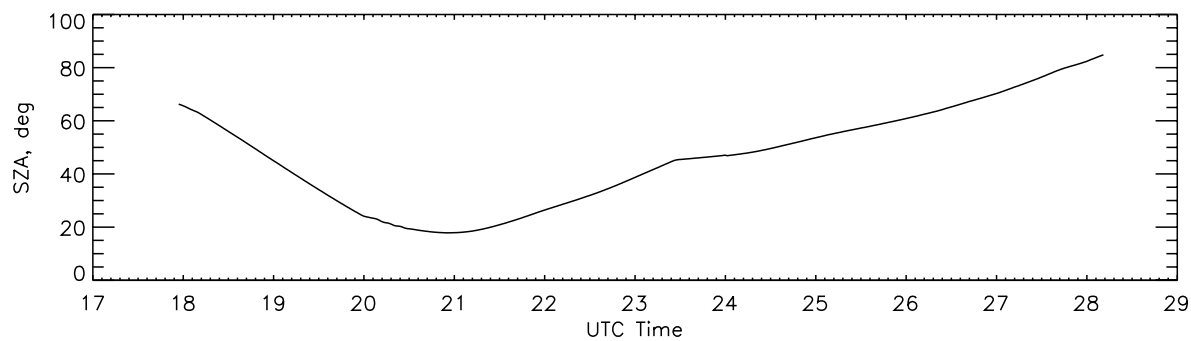
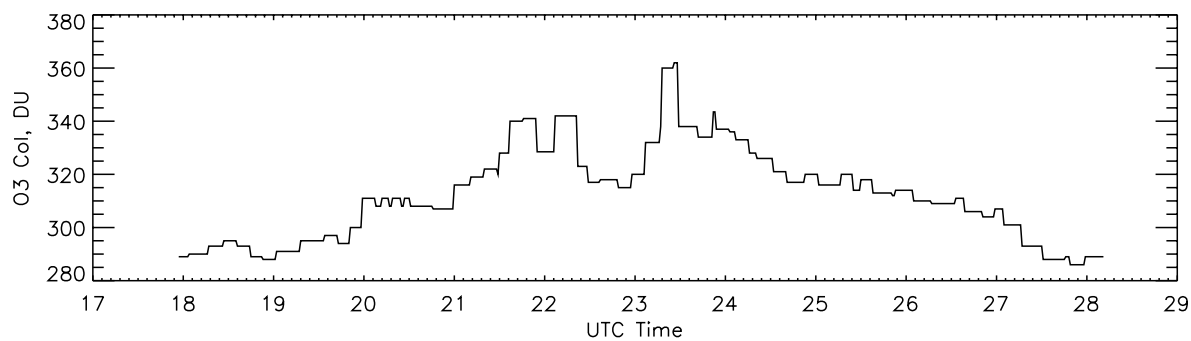
FINAL DATA: TRACE-P DC-8 Flight 19



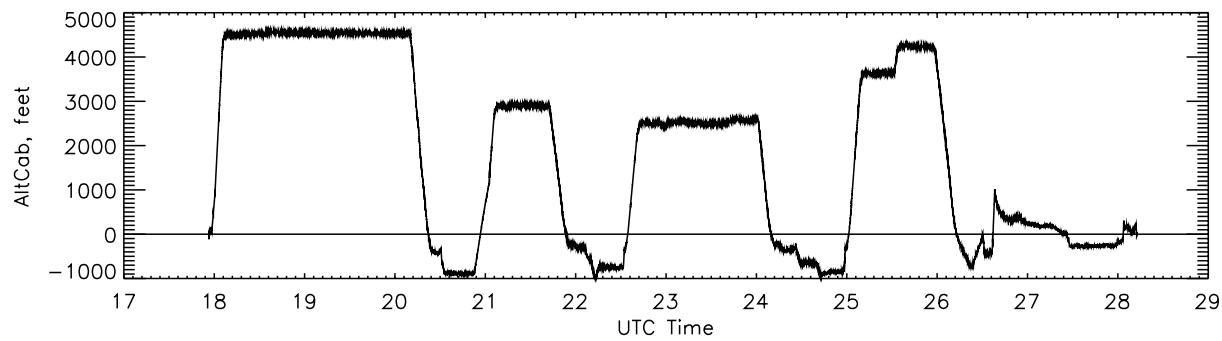
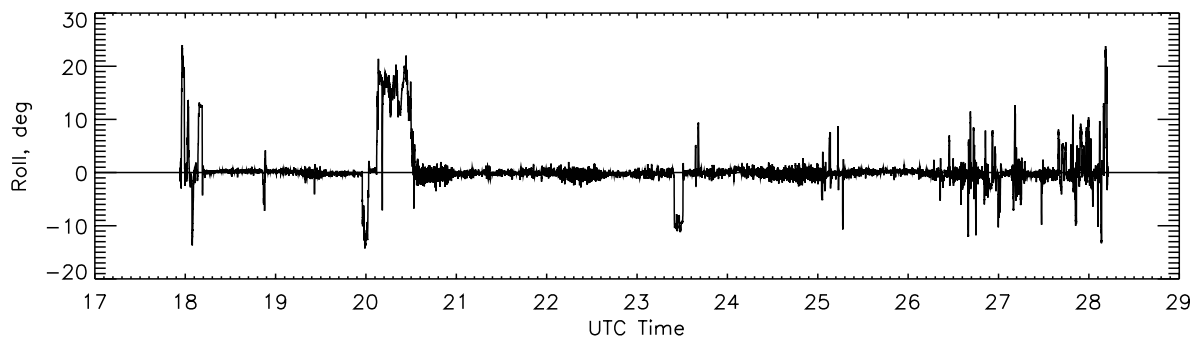
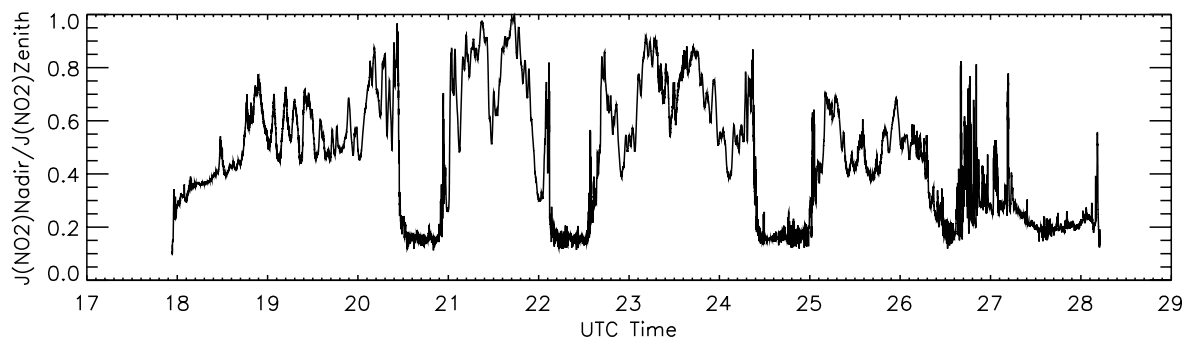
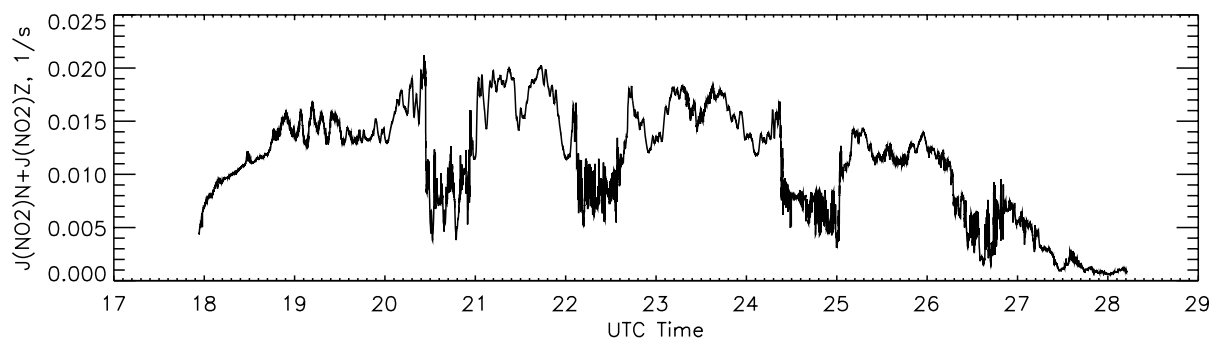
FINAL DATA: TRACE-P DC-8 Flight 19



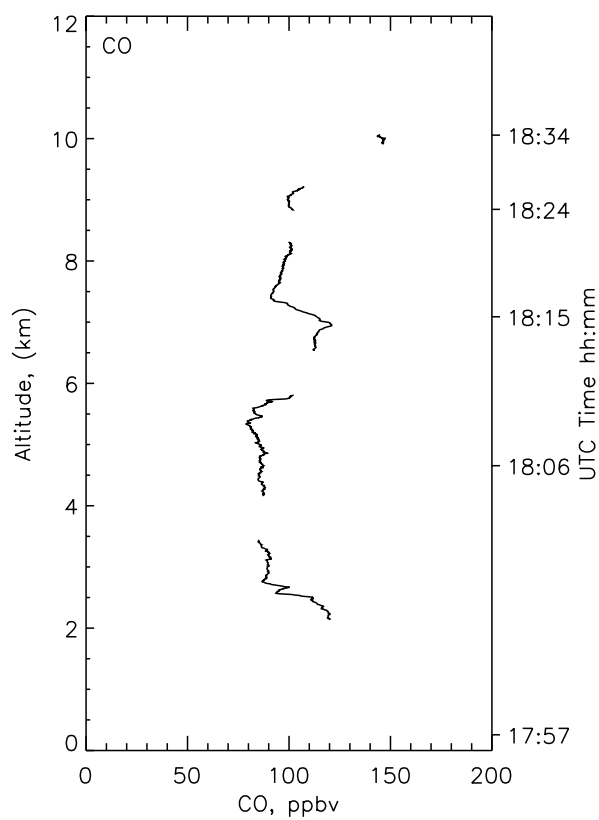
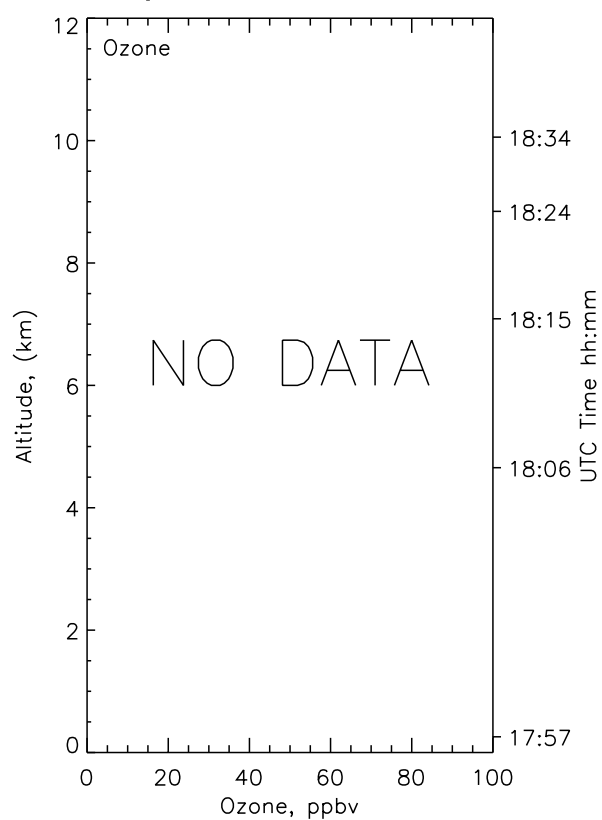
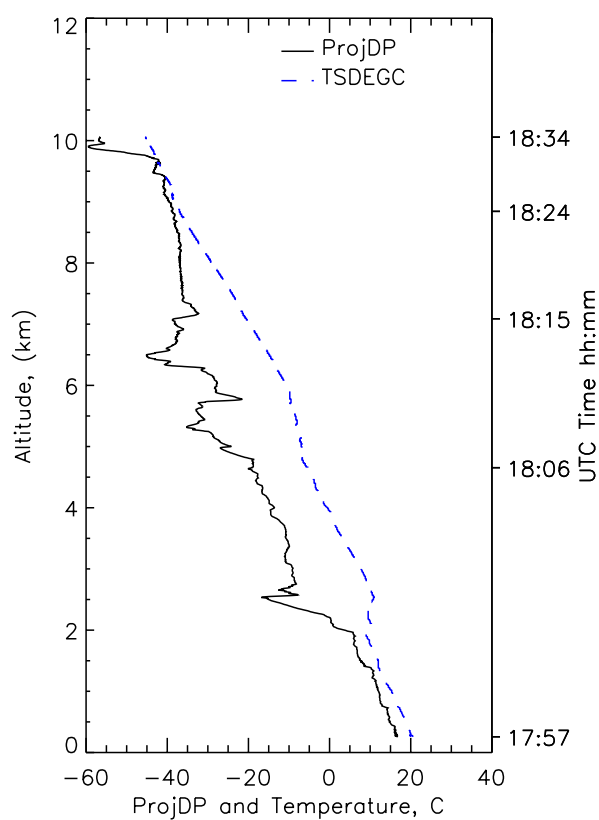
FINAL DATA: TRACE-P DC-8 Flight 19



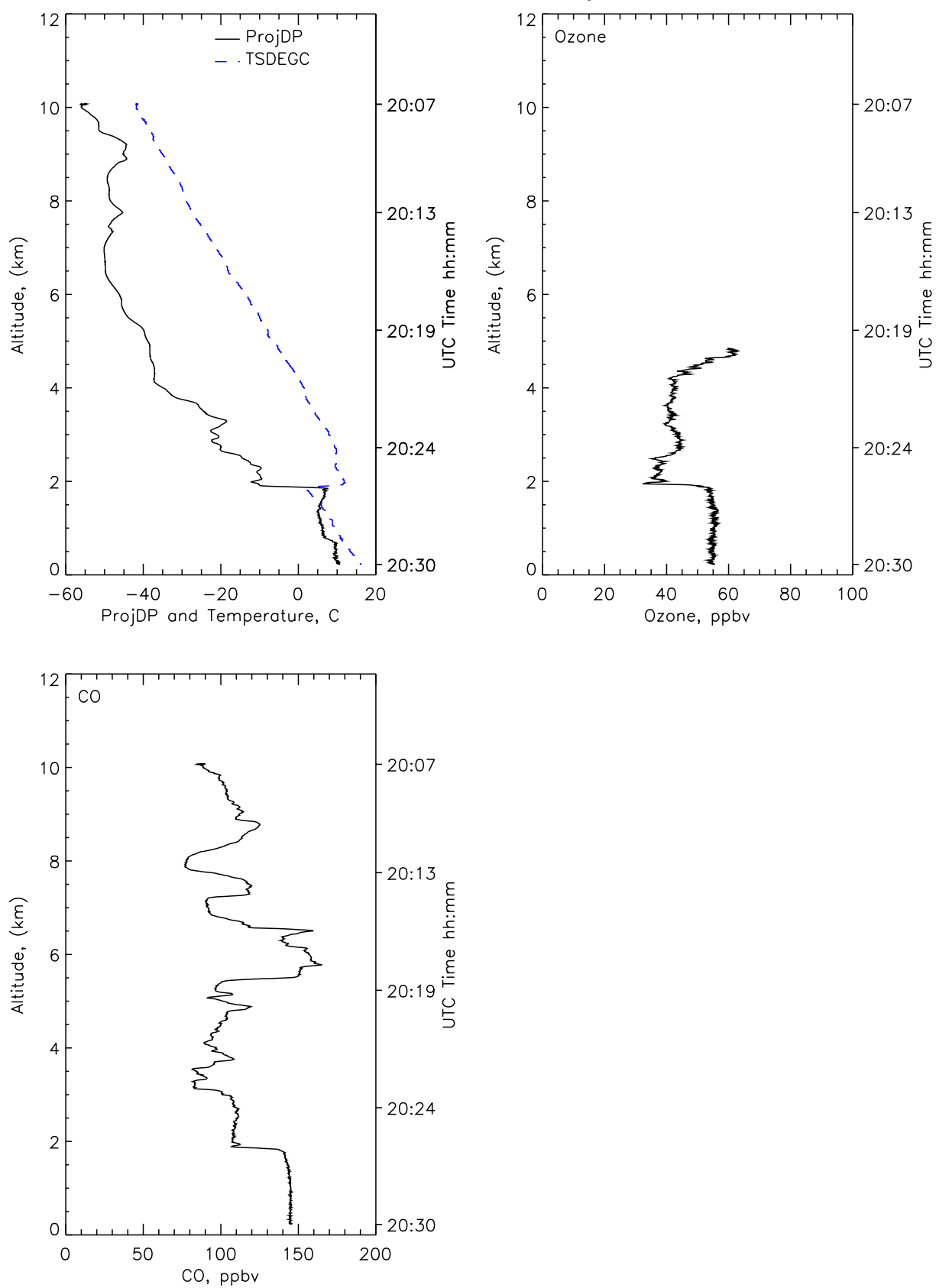
FINAL DATA: TRACE-P DC-8 Flight 19



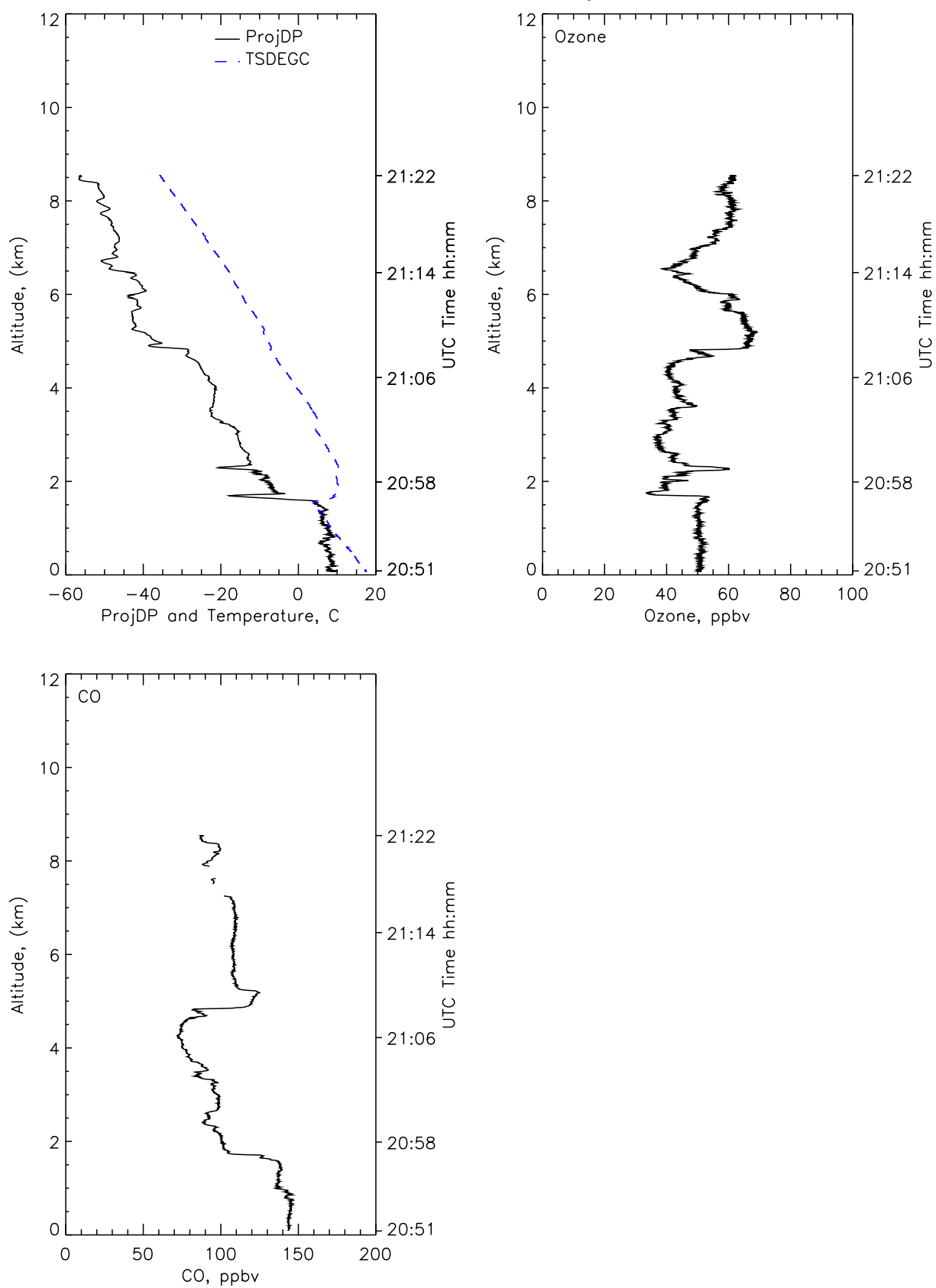
Profile # 1 TRACE-P DC-8 Flight 19



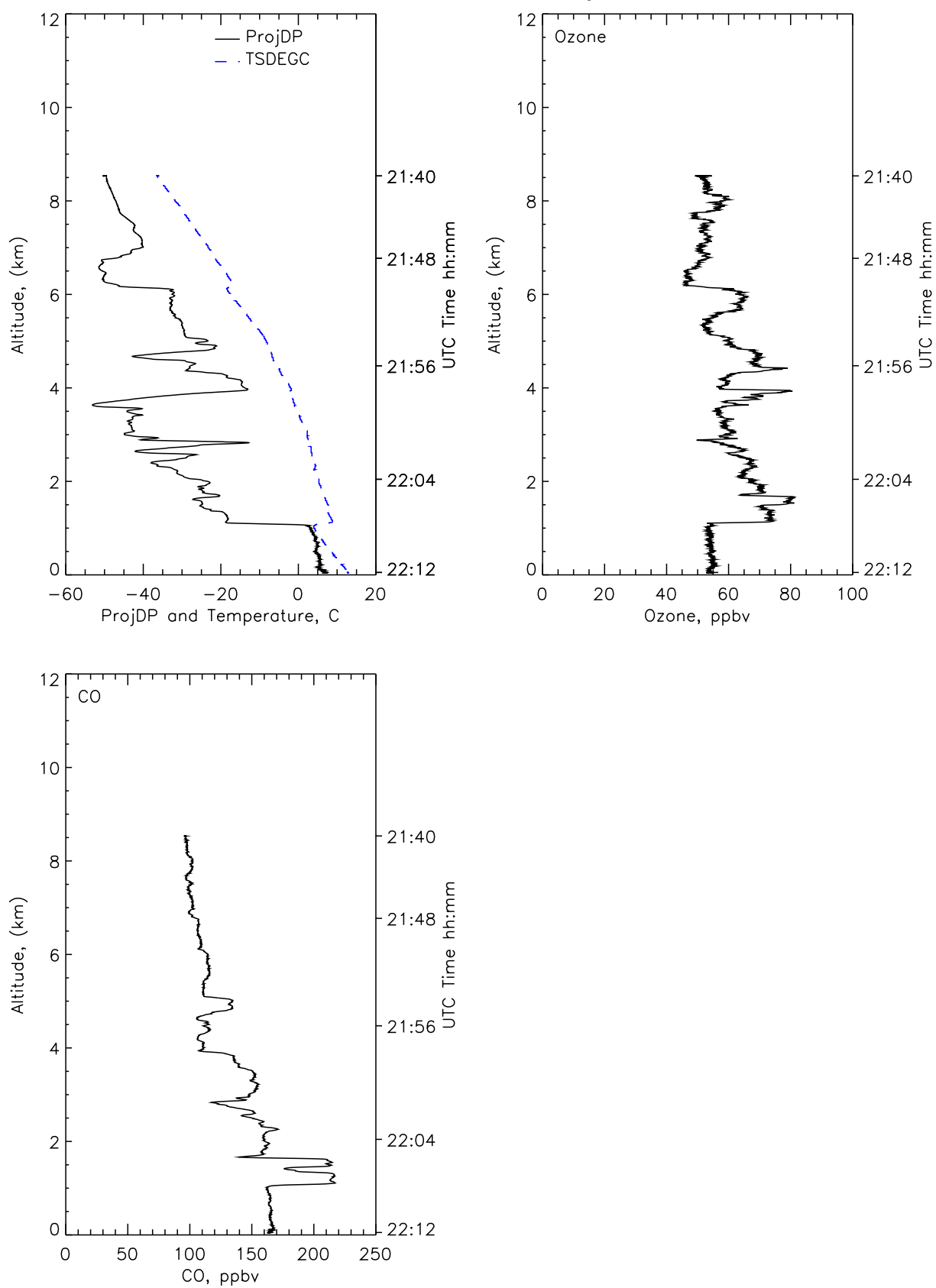
Profile # 2 TRACE-P DC-8 Flight 19



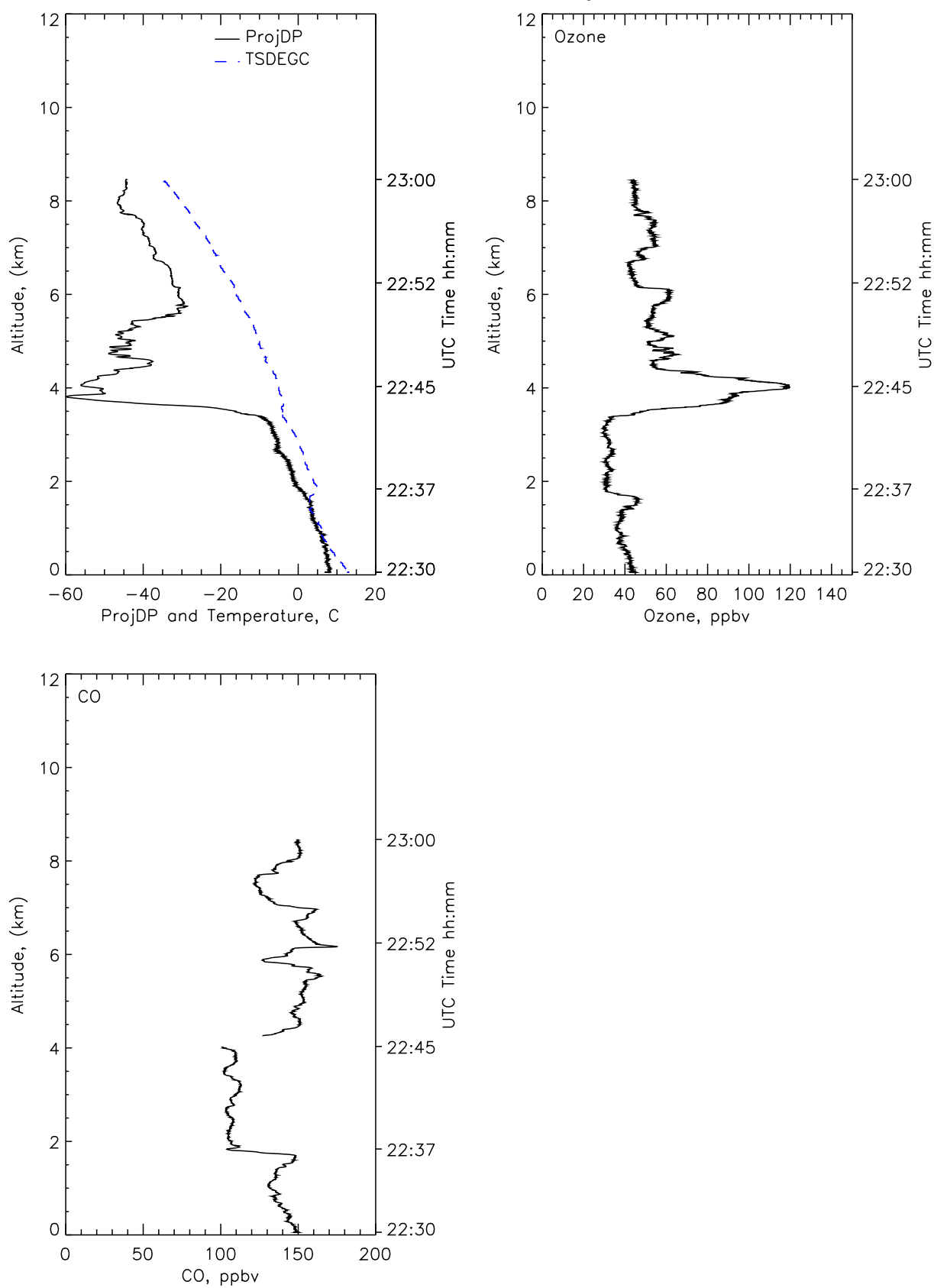
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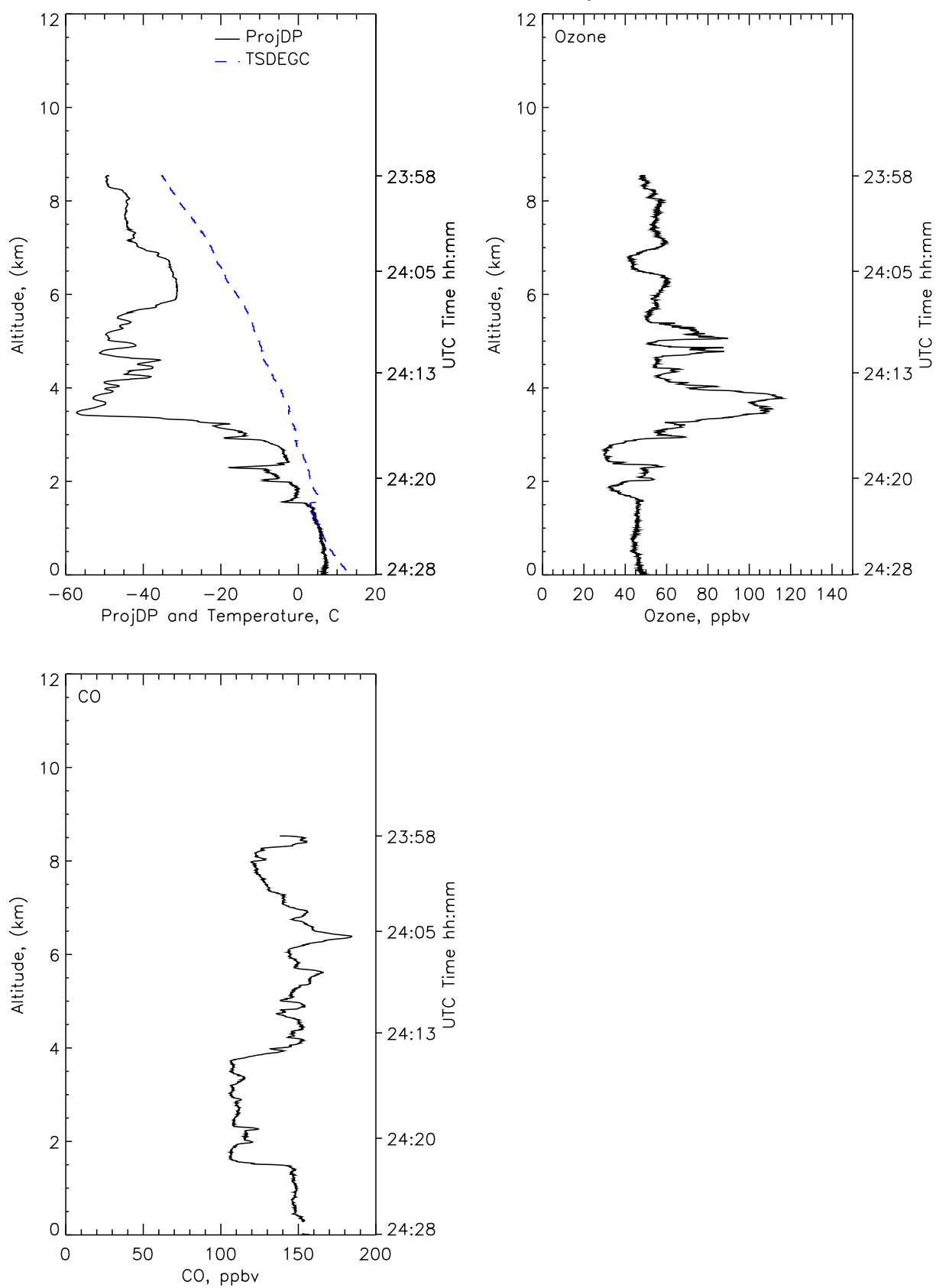
Profile # 4 TRACE-P DC-8 Flight 19



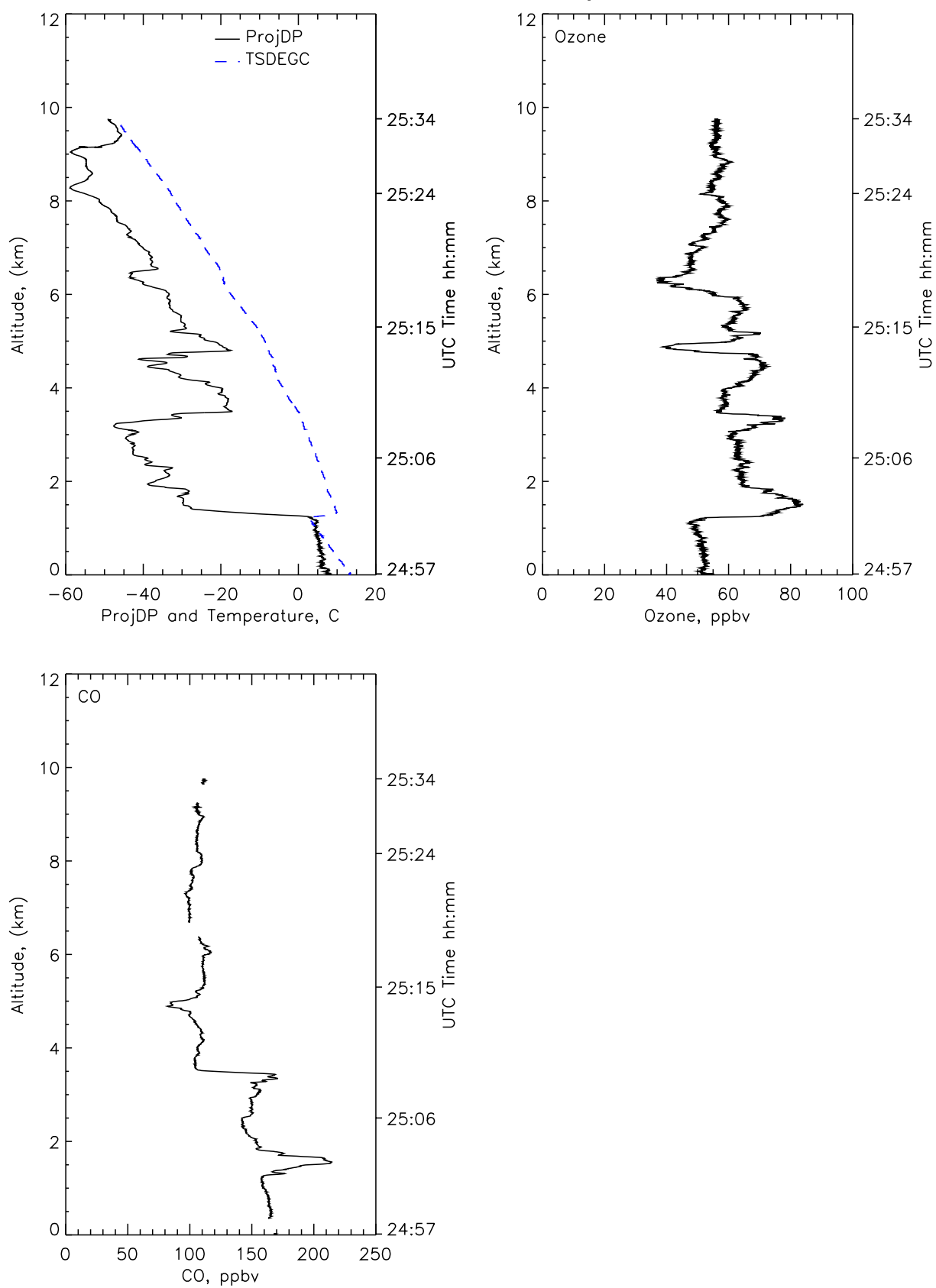
Profile # 5 TRACE-P DC-8 Flight 19



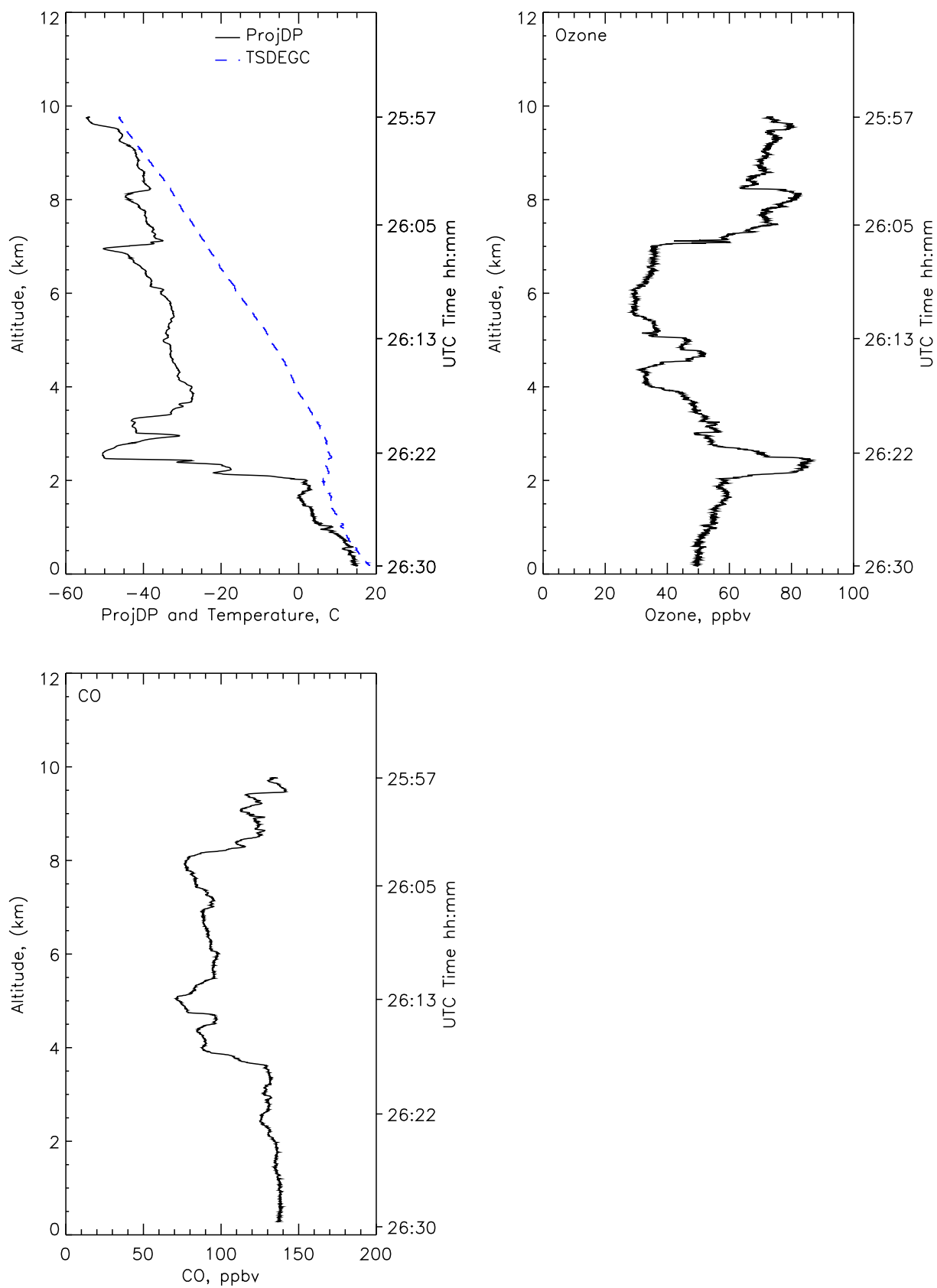
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Profile # 7 TRACE-P DC-8 Flight 19



Profile # 8 TRACE-P DC-8 Flight 19



CHEMICAL and METEOROLOGICAL DATA



TRACE-P

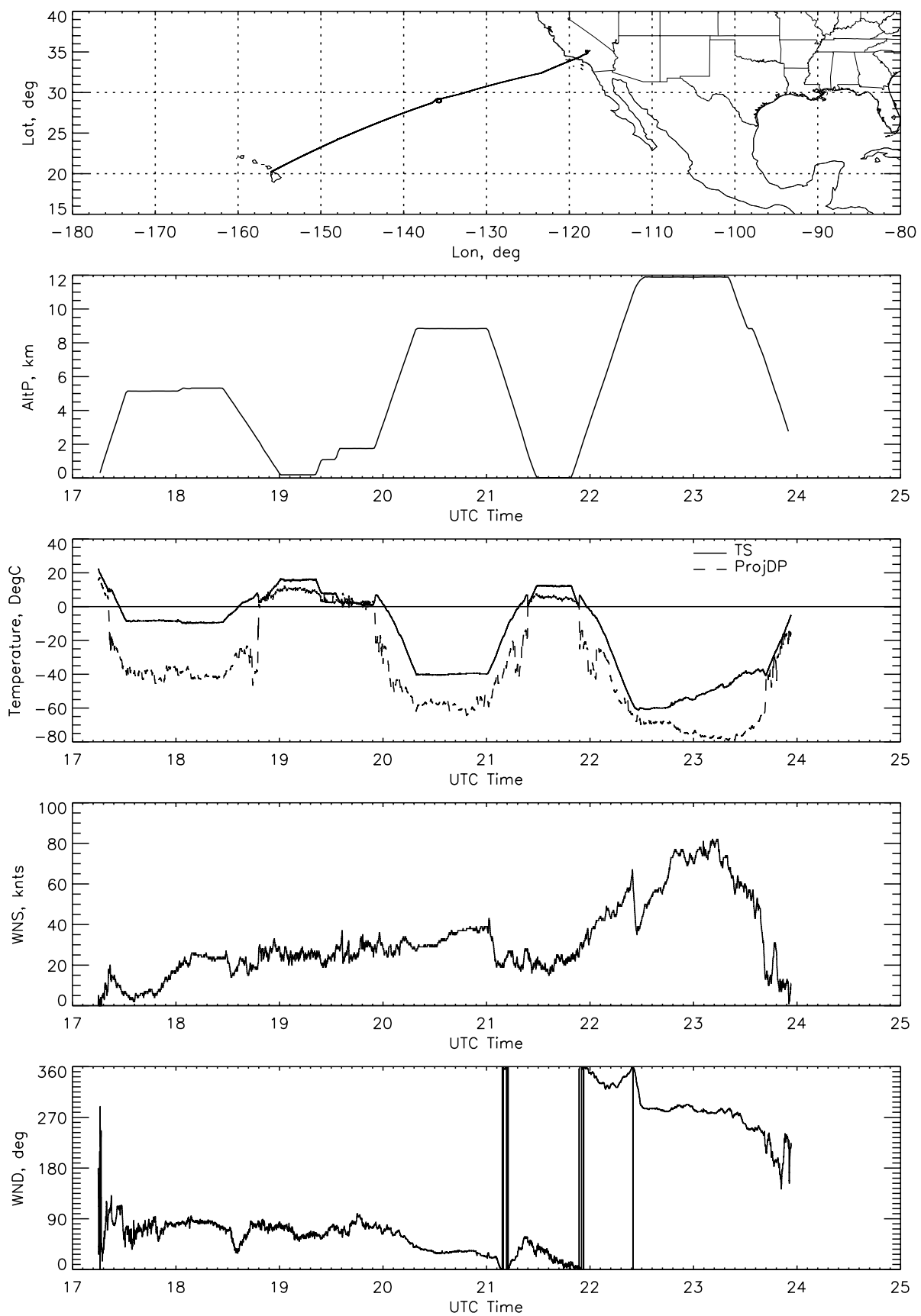
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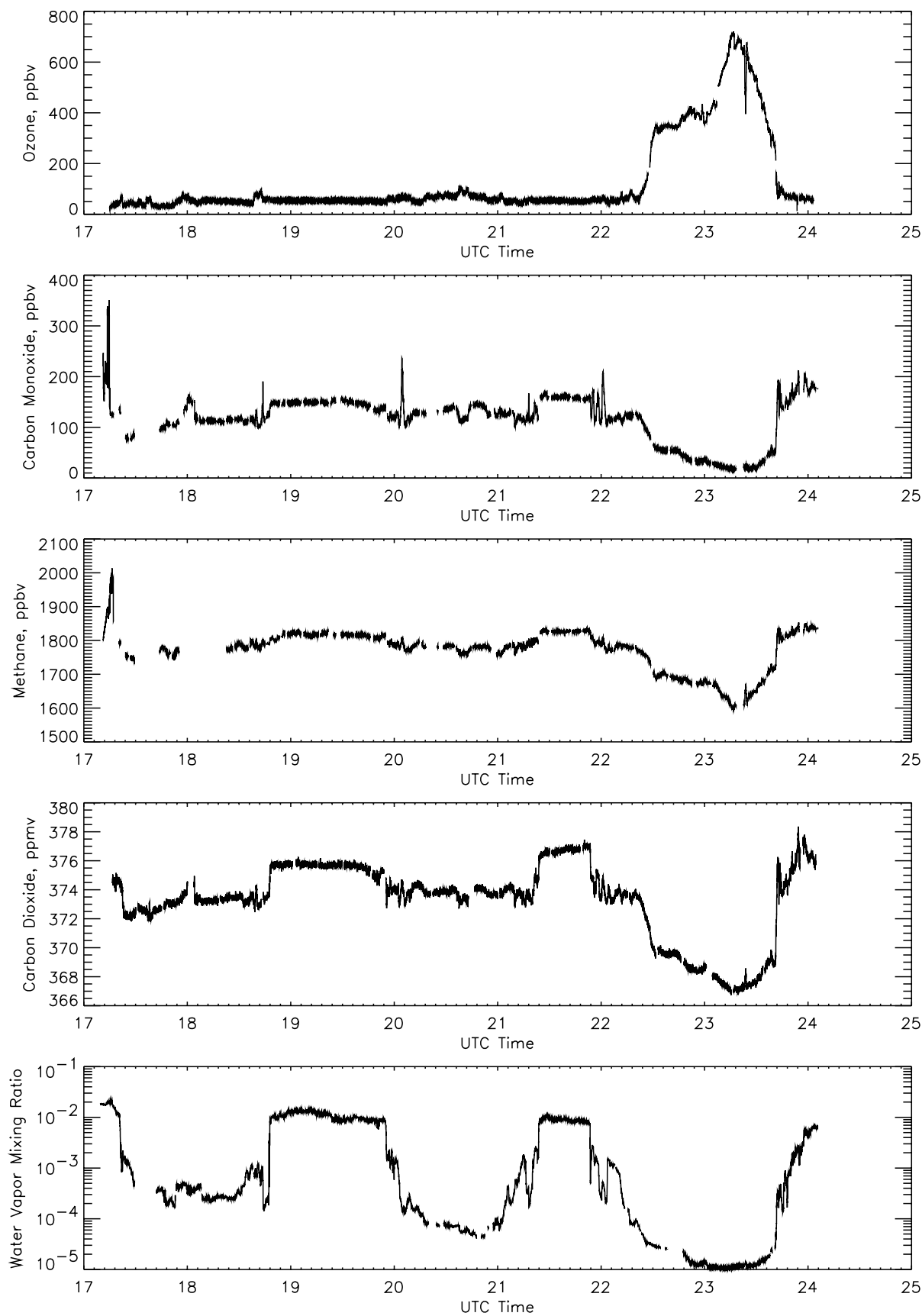
Aircraft Intercomparison, Stratus Chemistry
and Jet Stream Transport

April 9, 2001

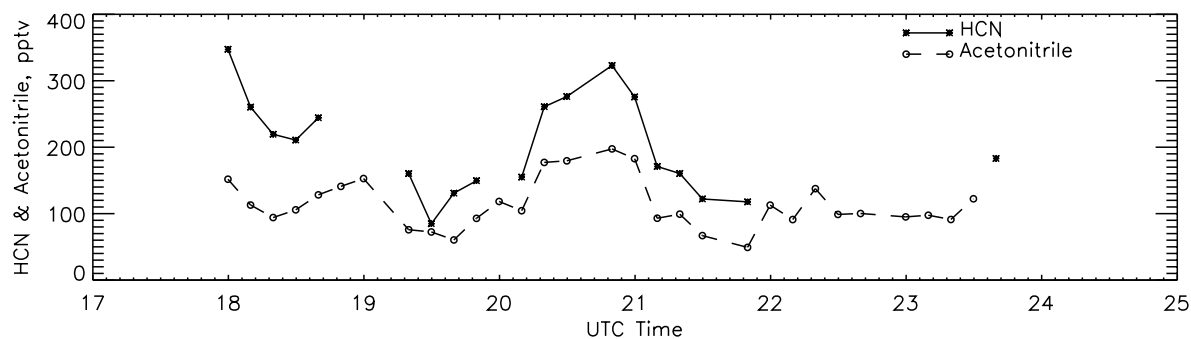
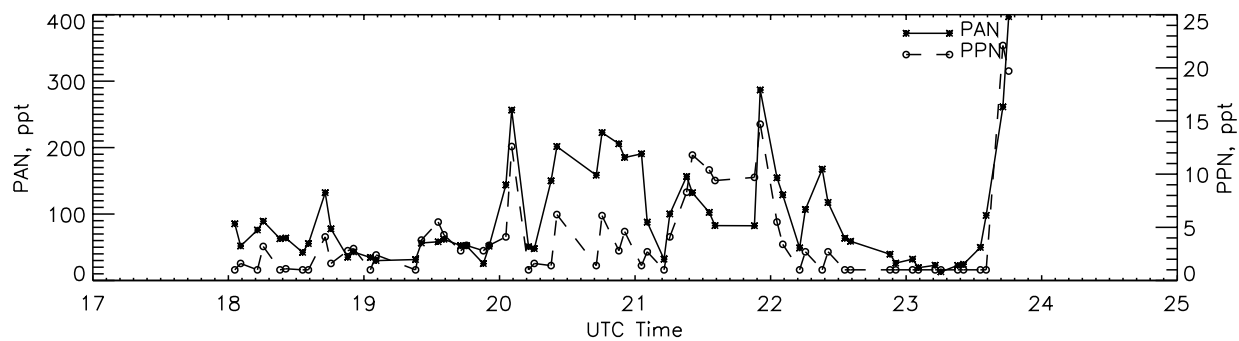
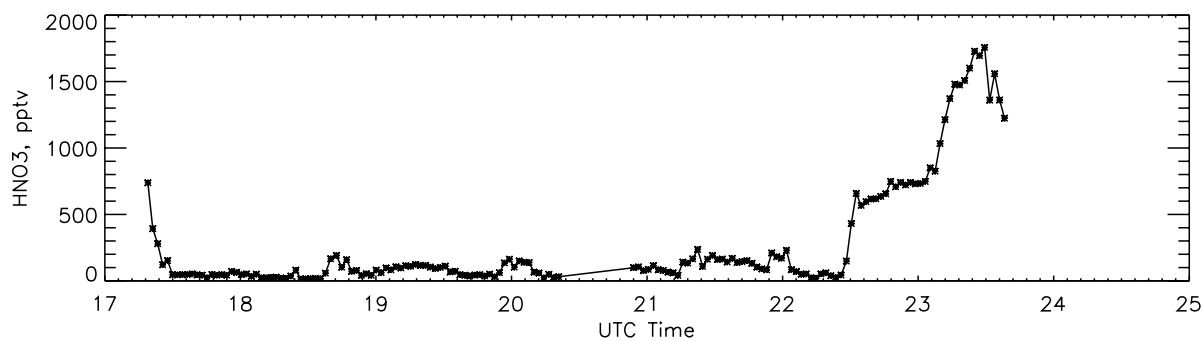
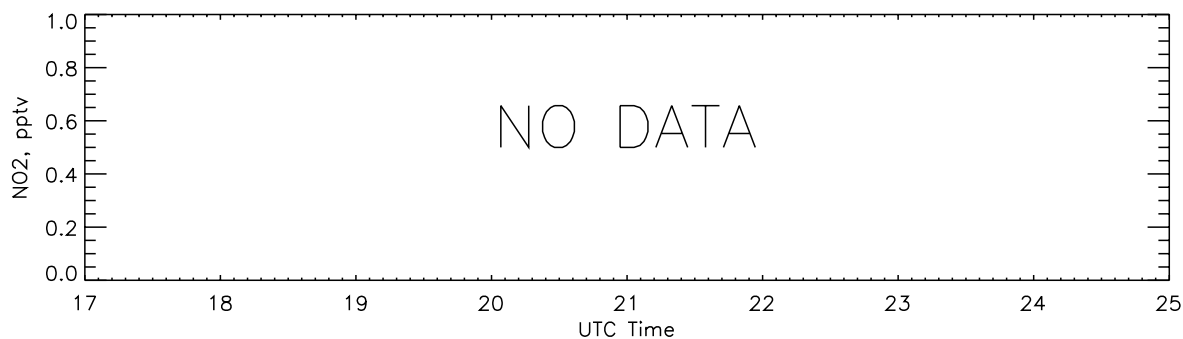
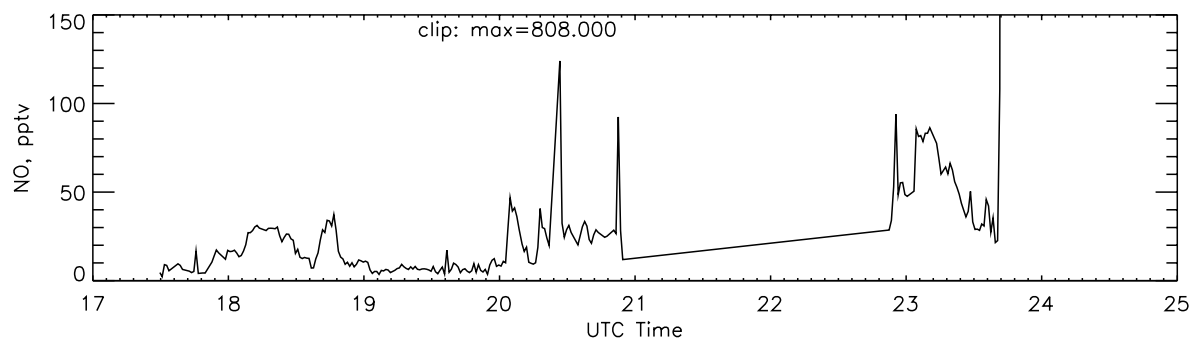
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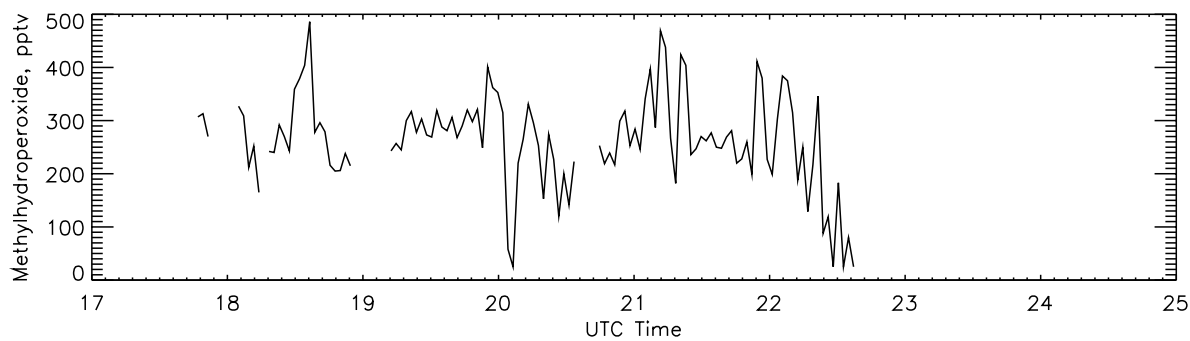
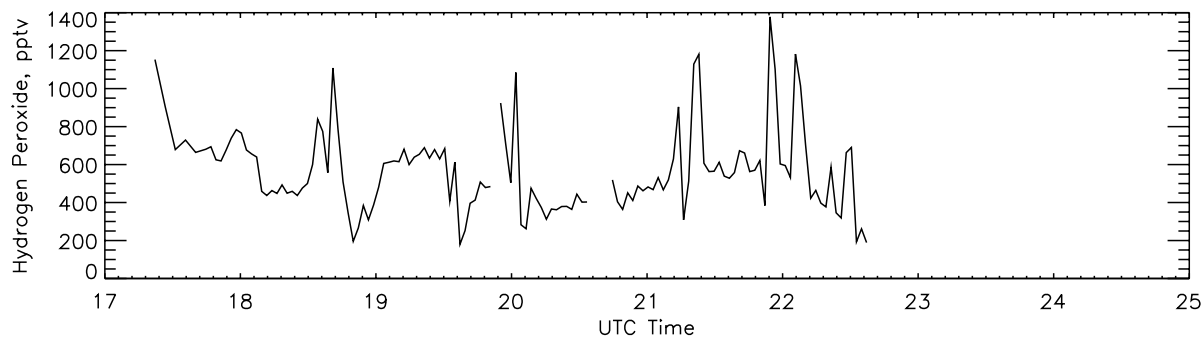
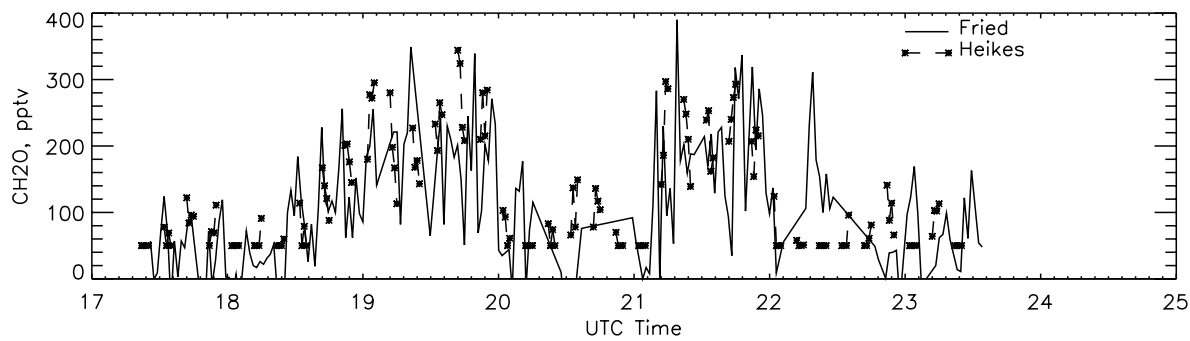
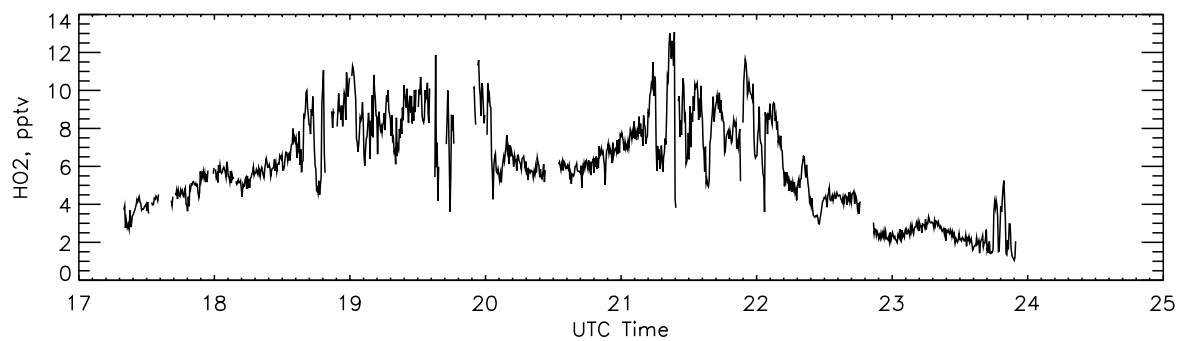
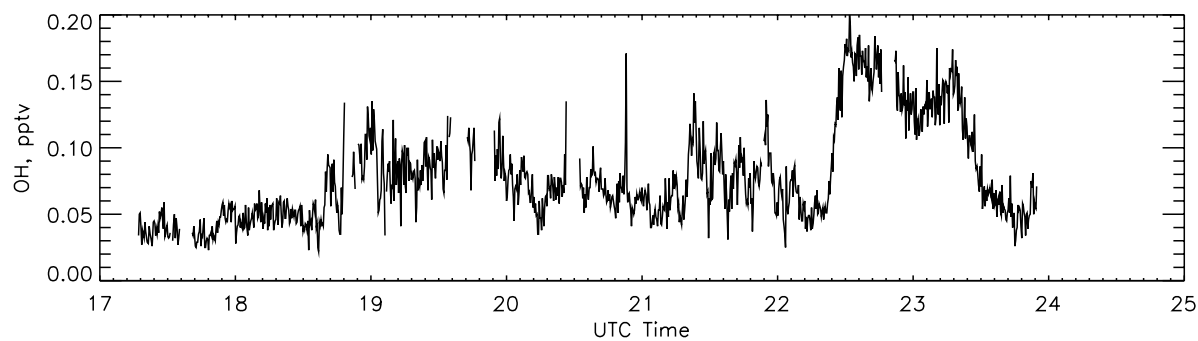
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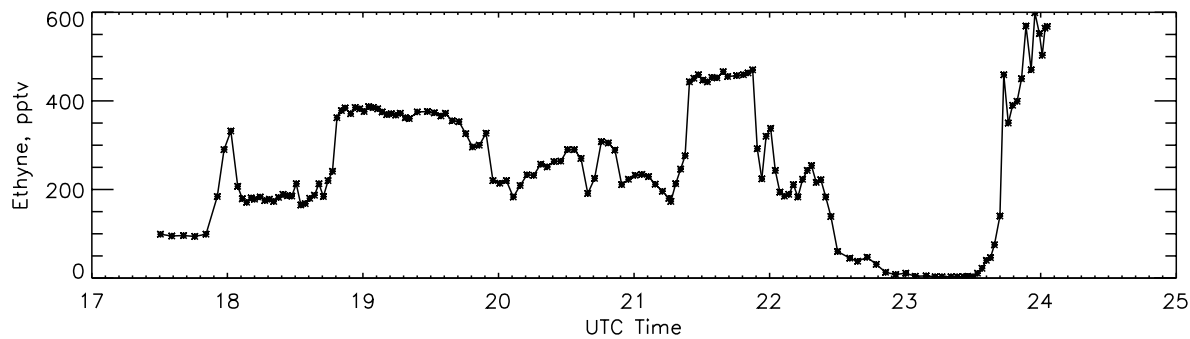
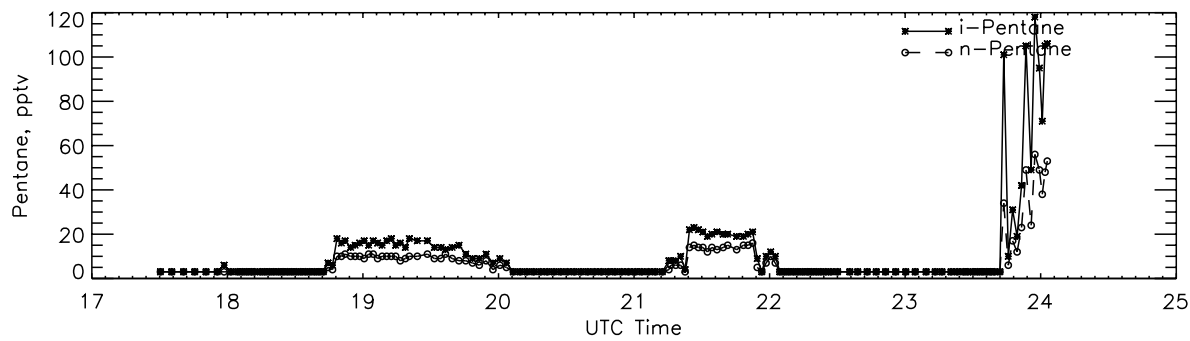
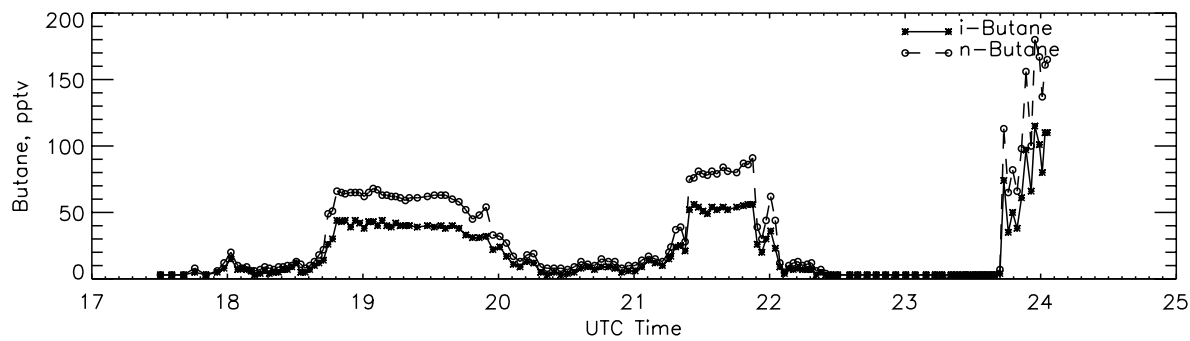
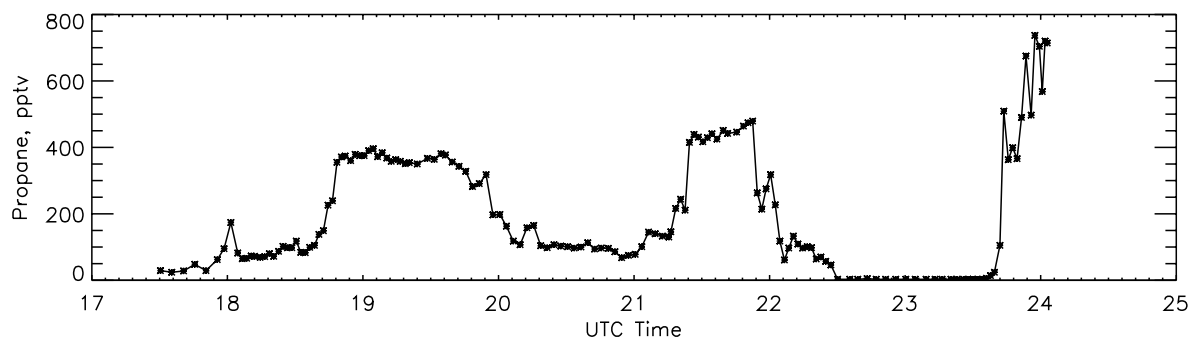
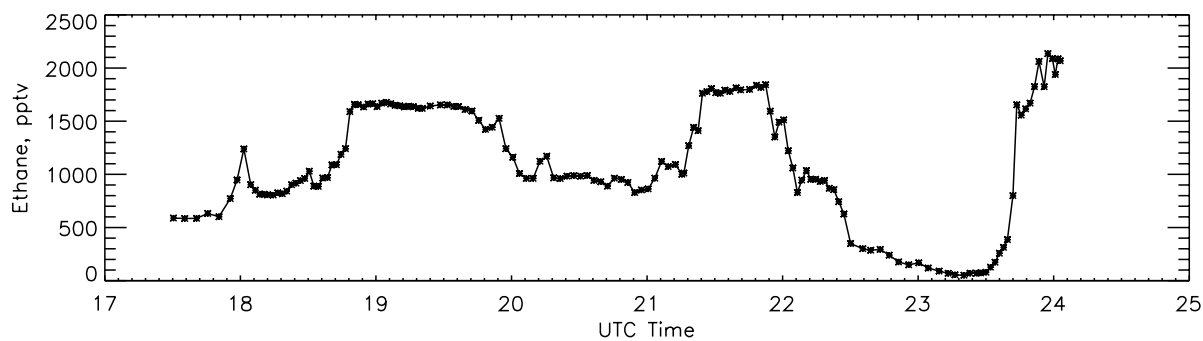
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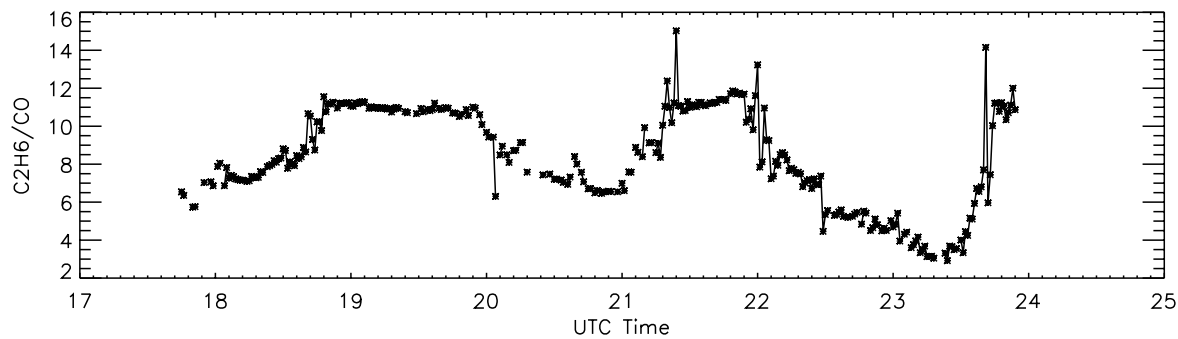
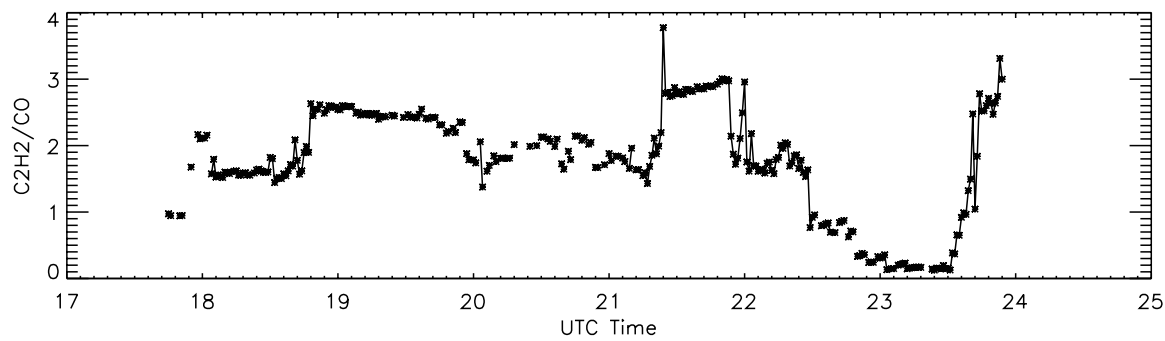
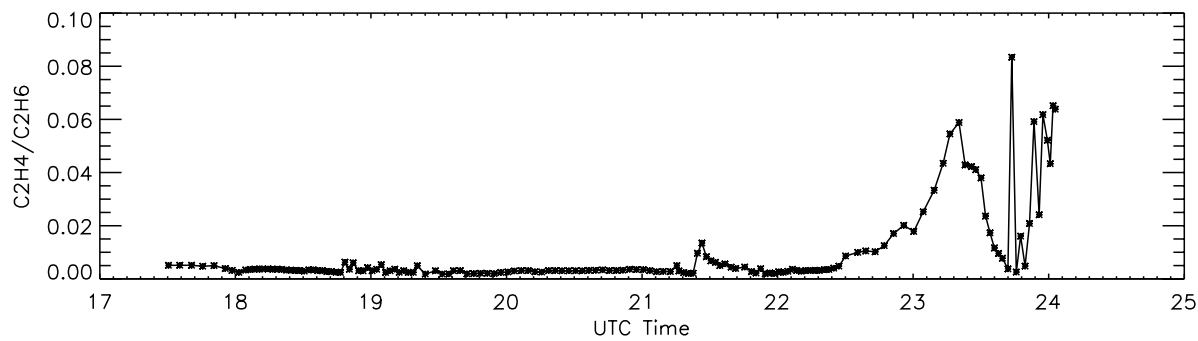
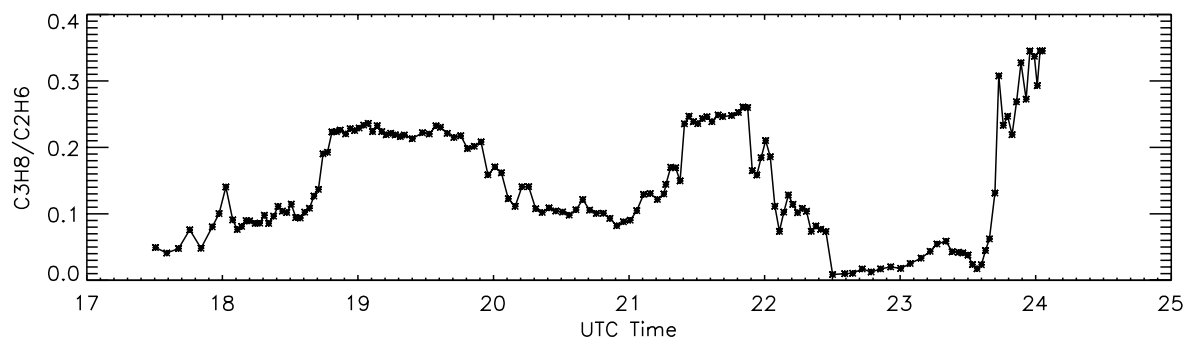
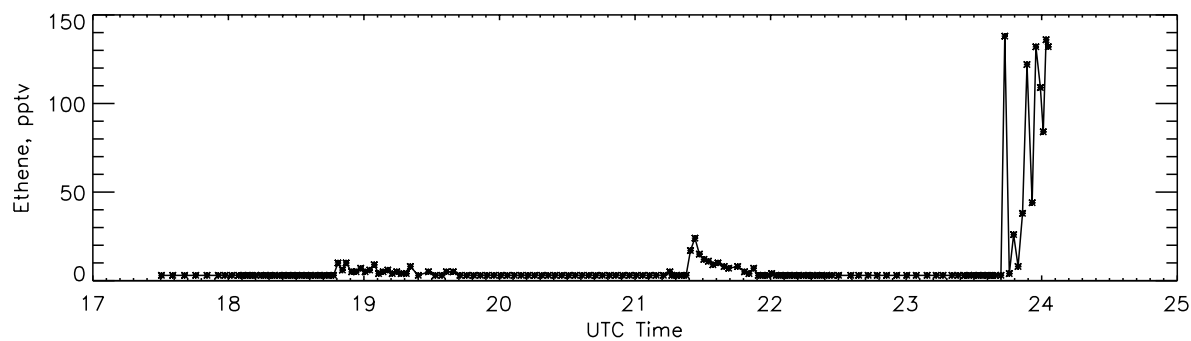
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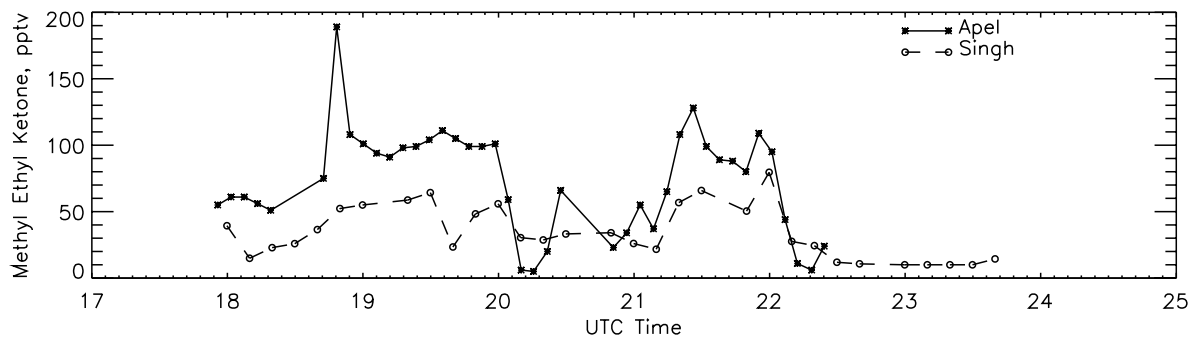
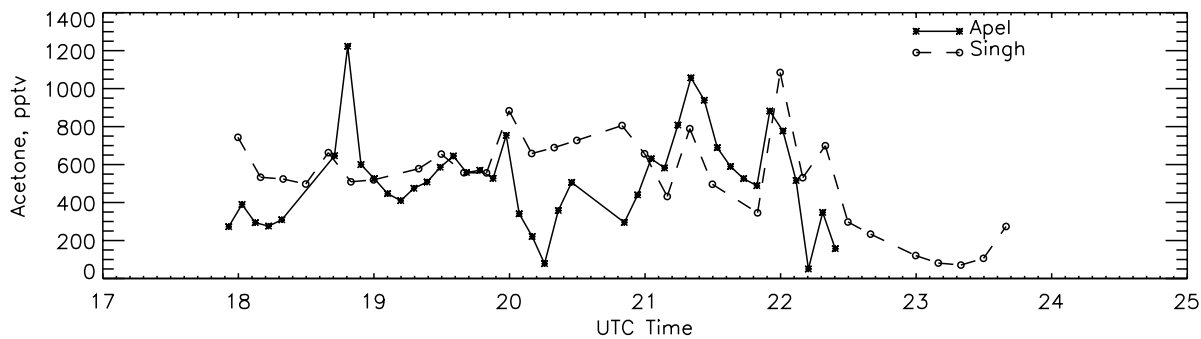
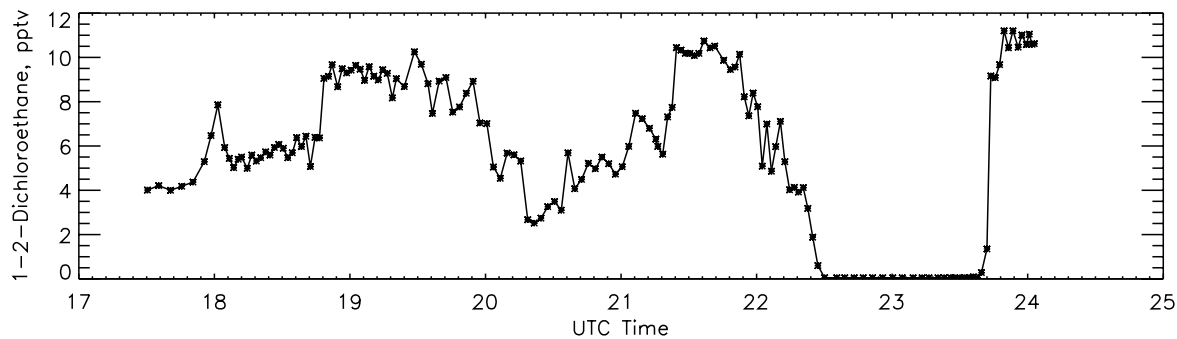
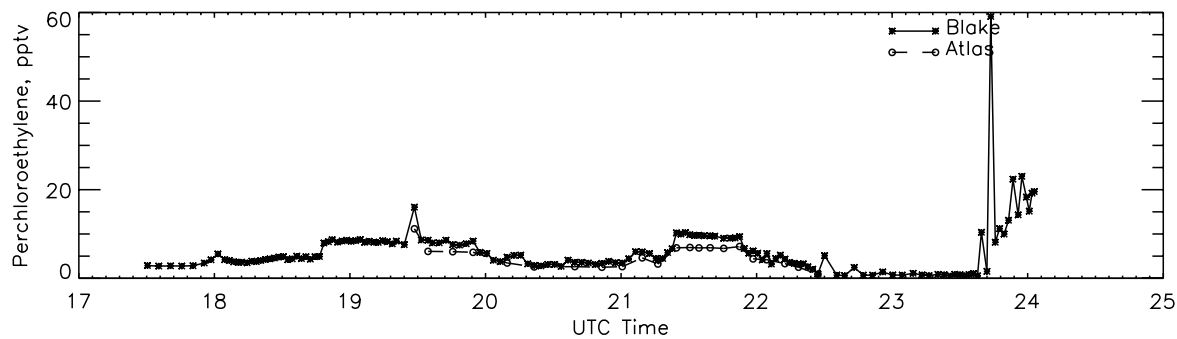
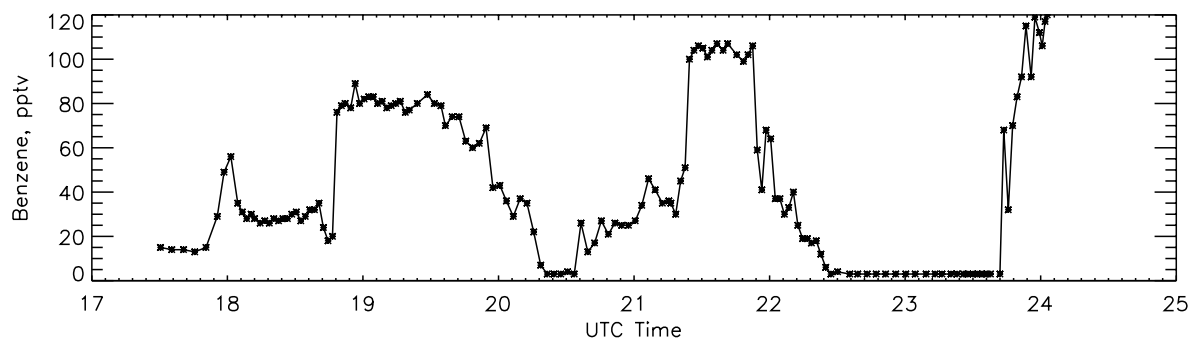
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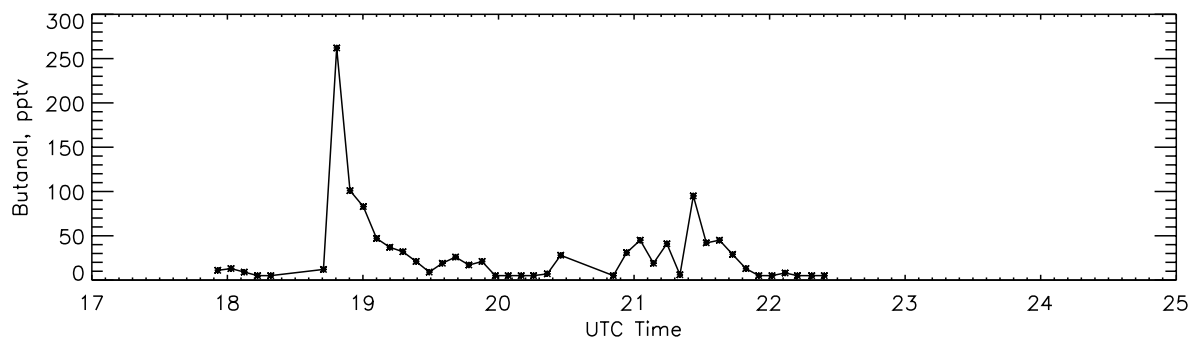
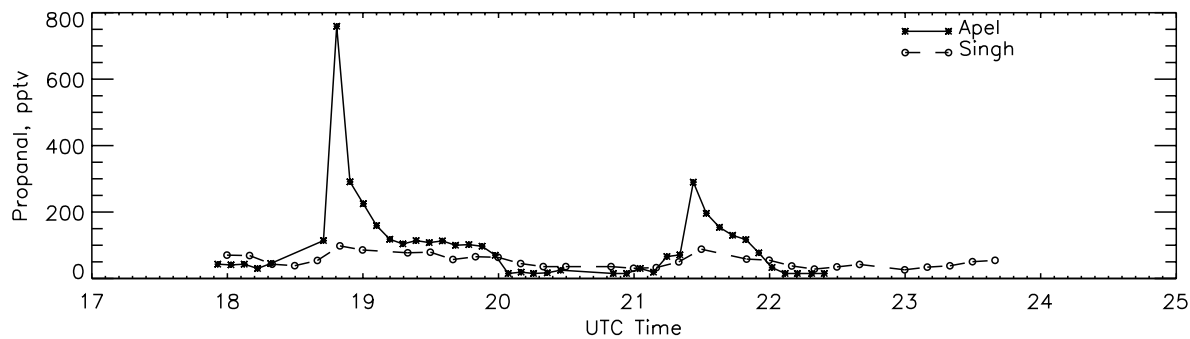
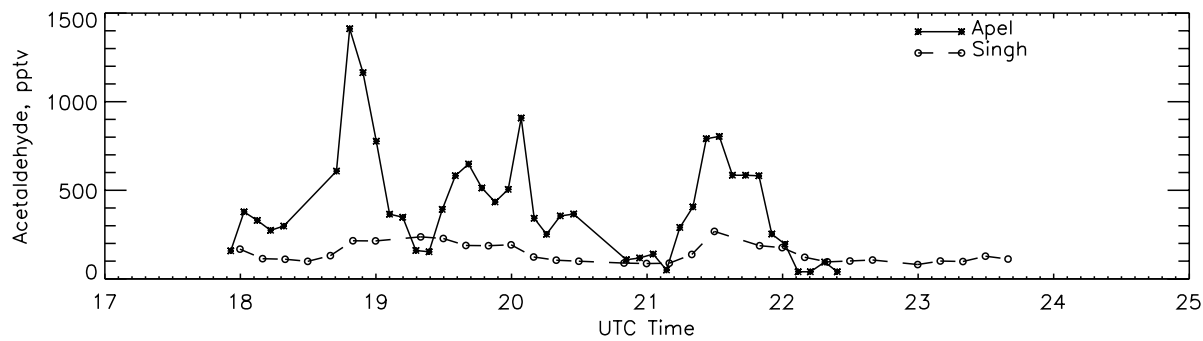
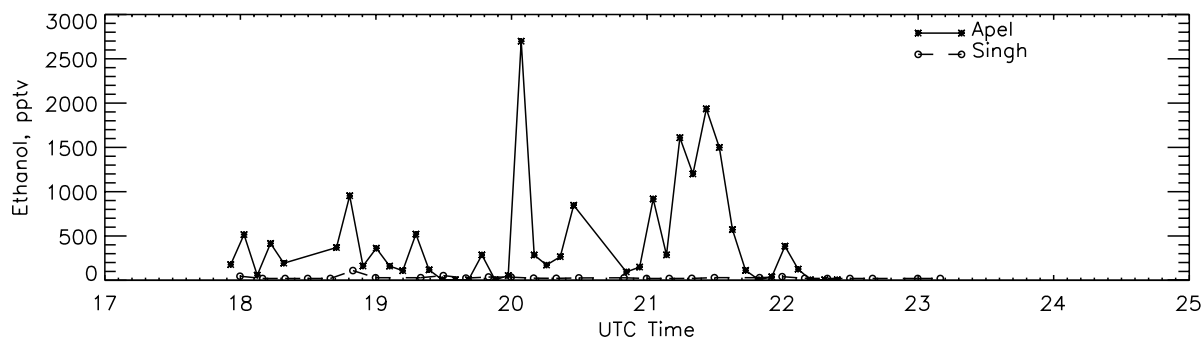
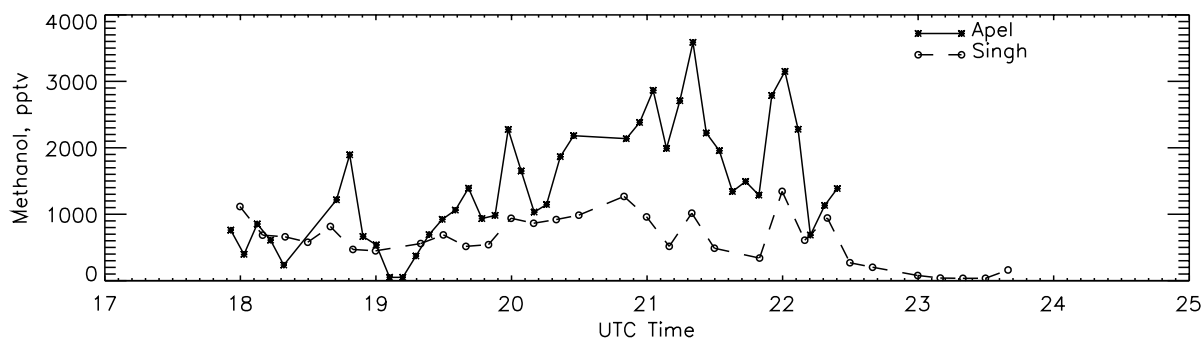
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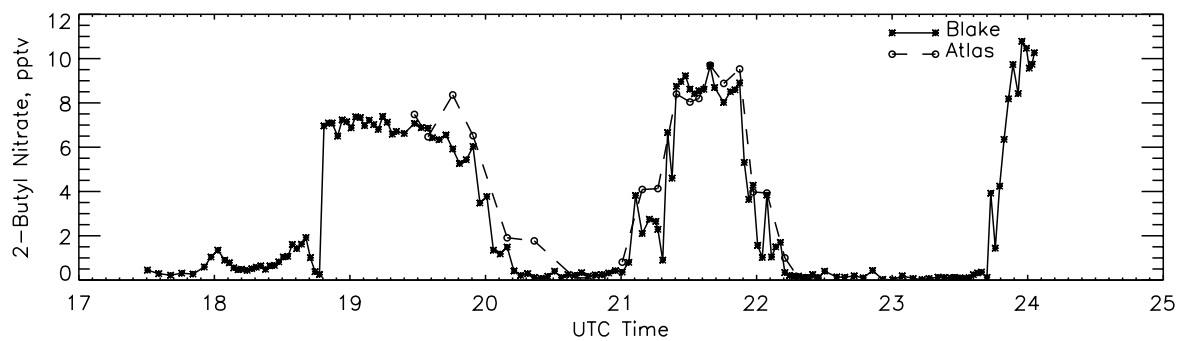
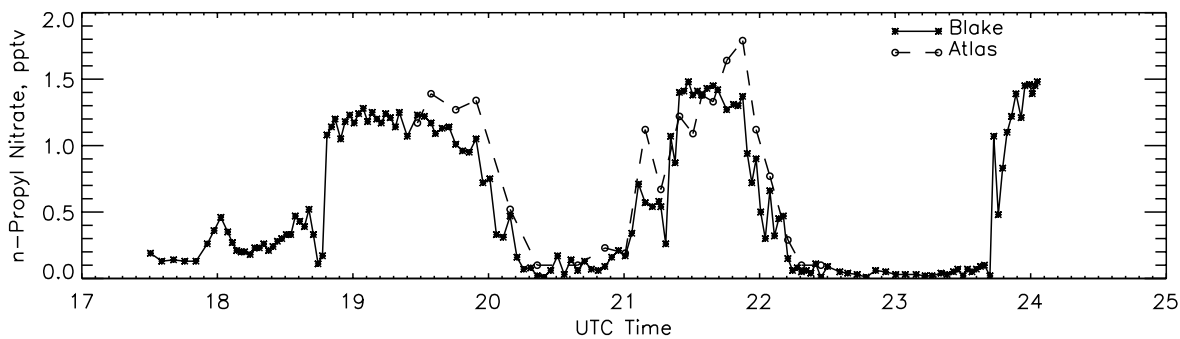
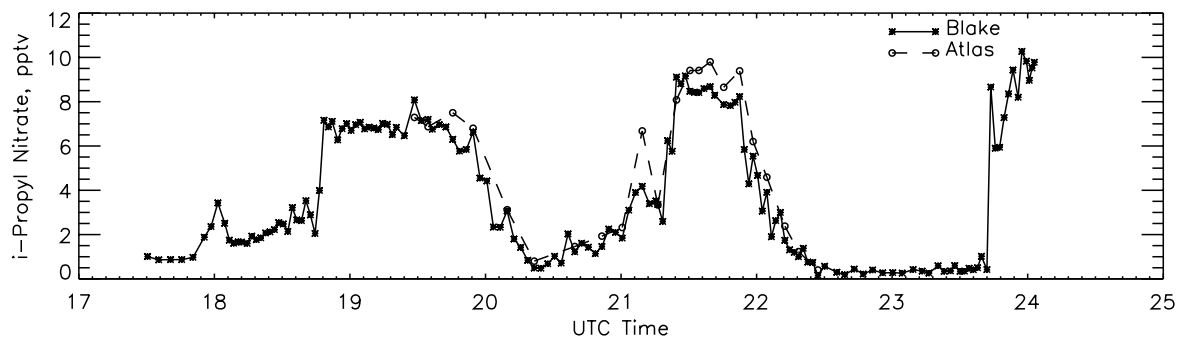
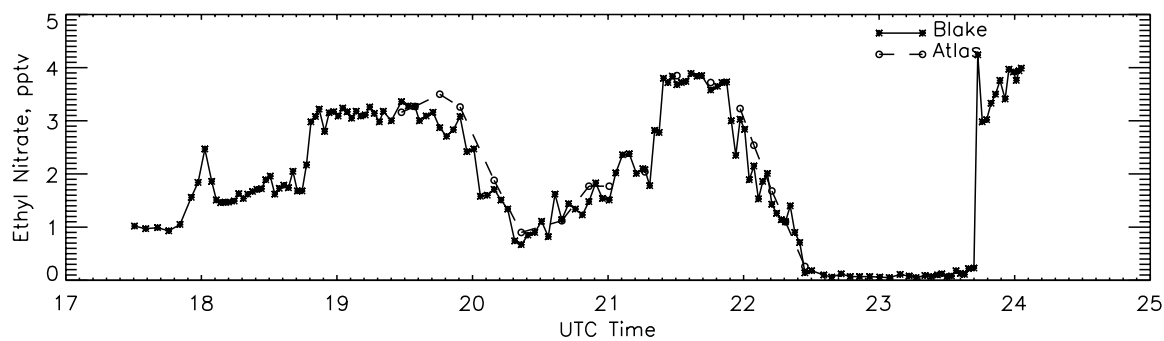
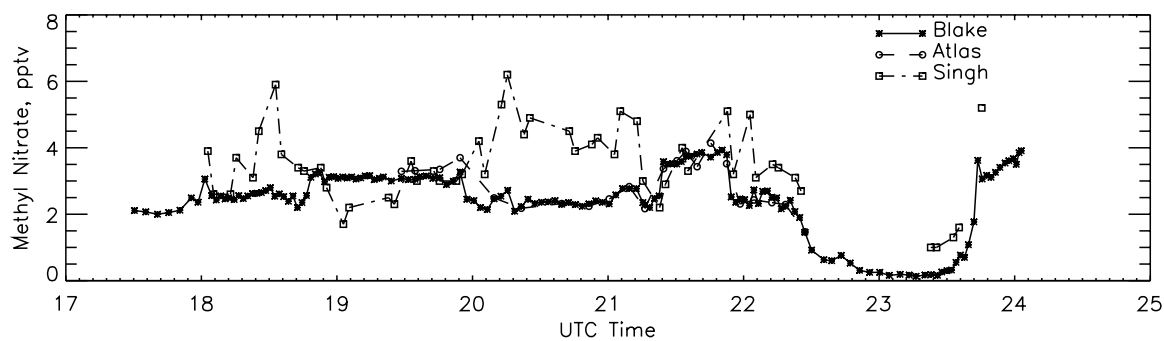
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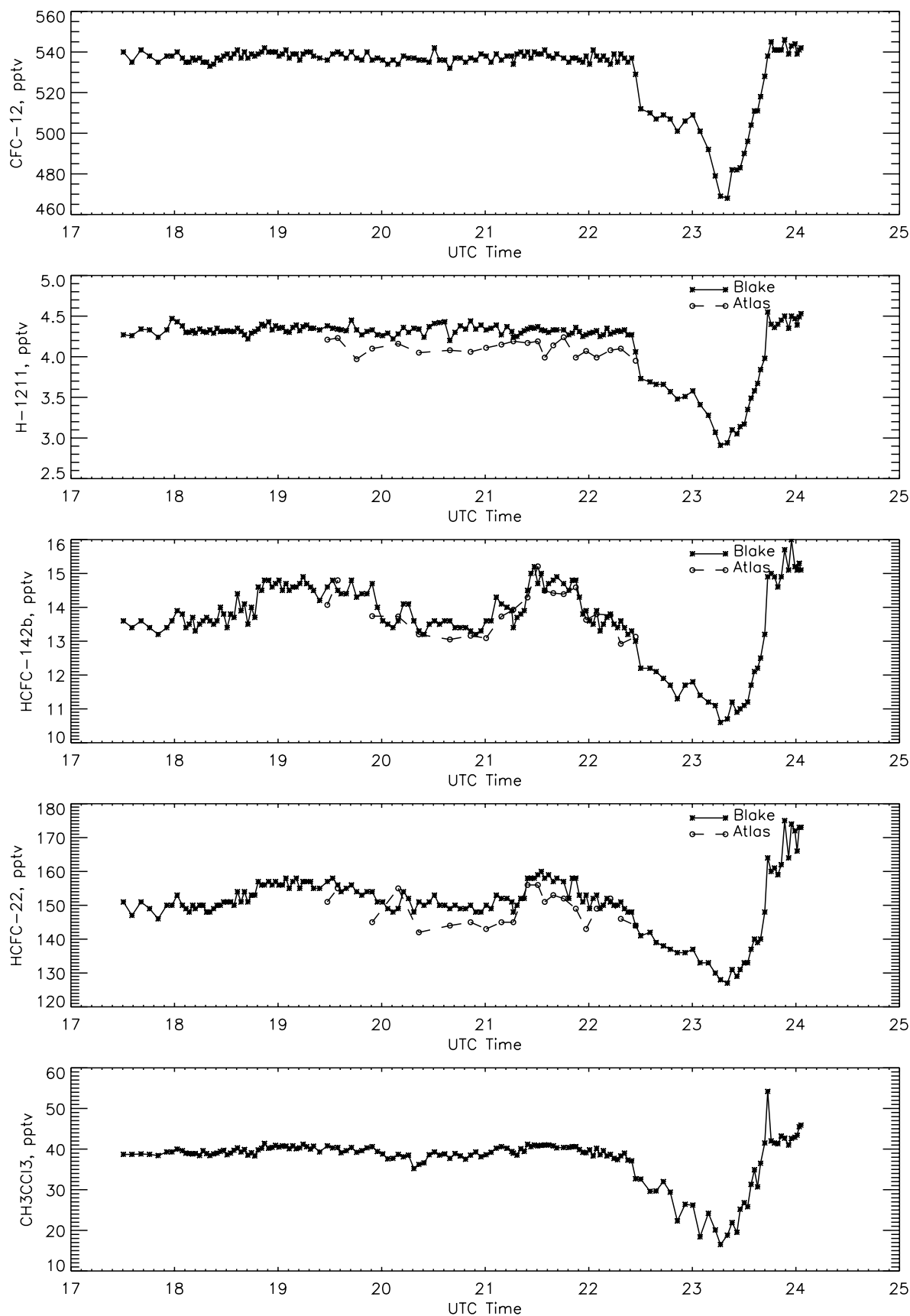
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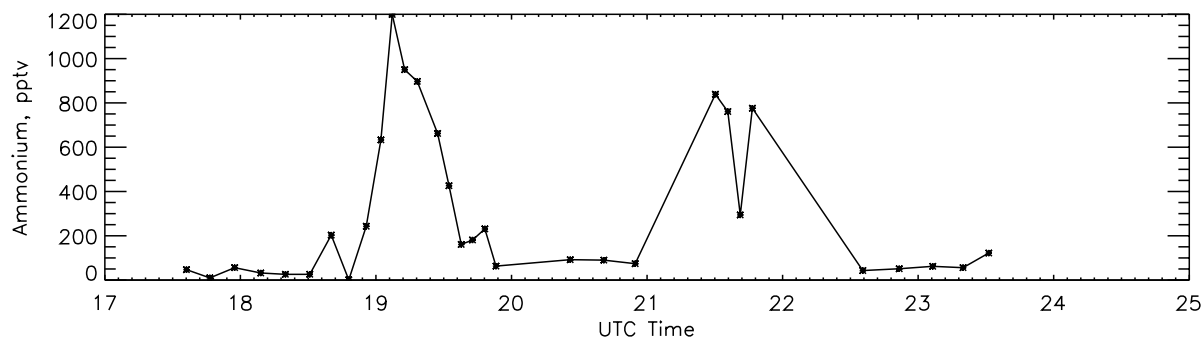
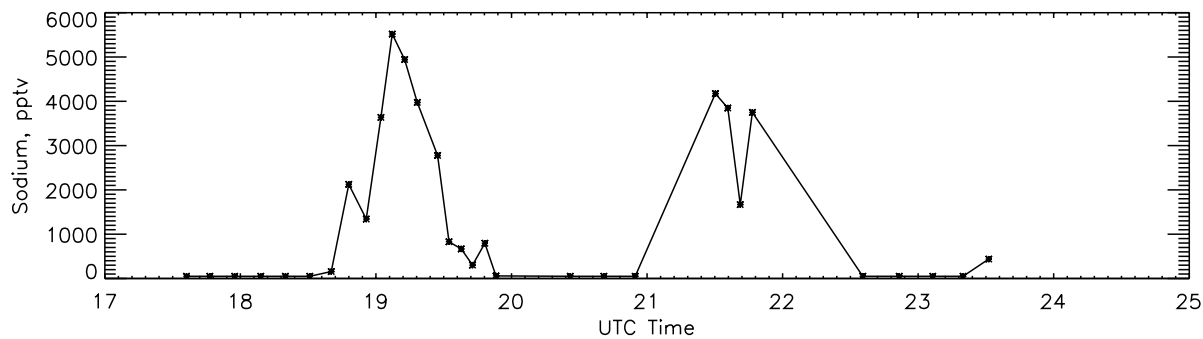
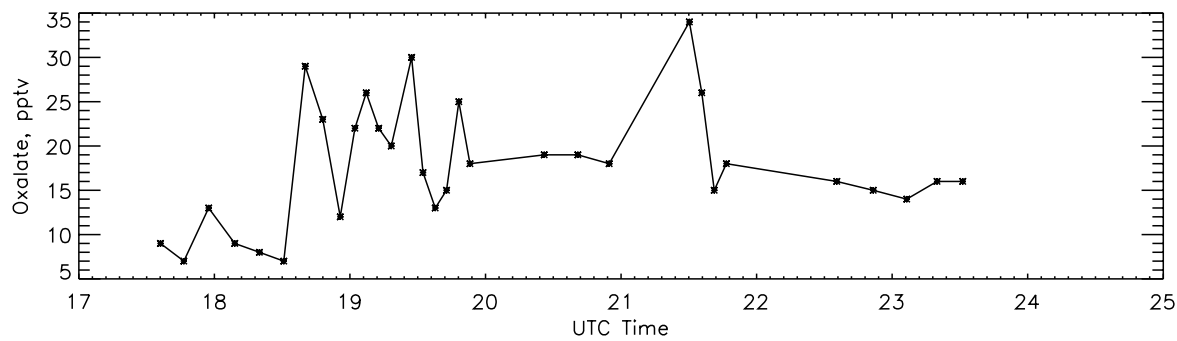
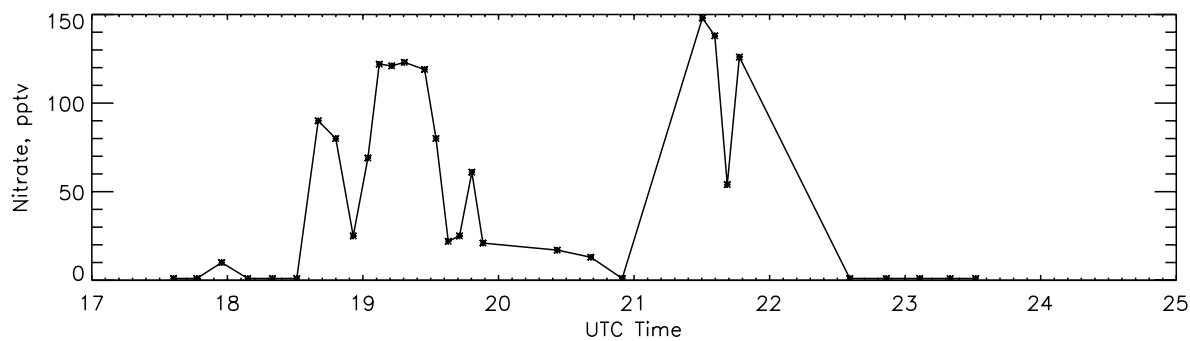
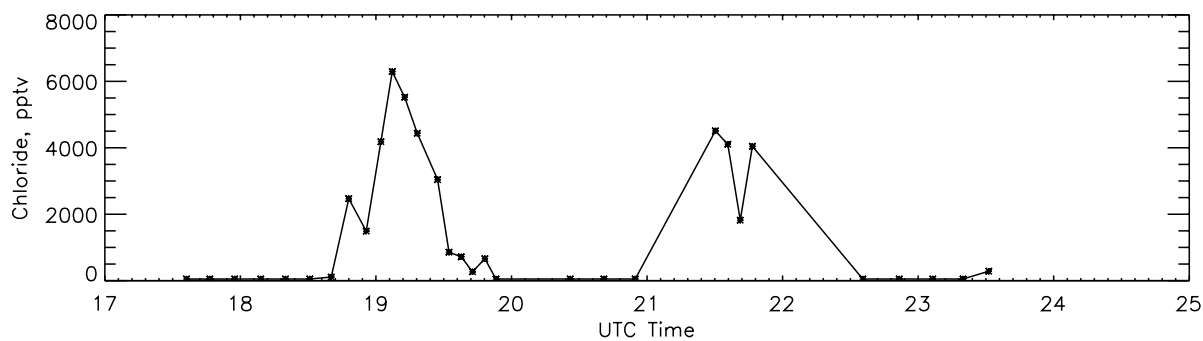
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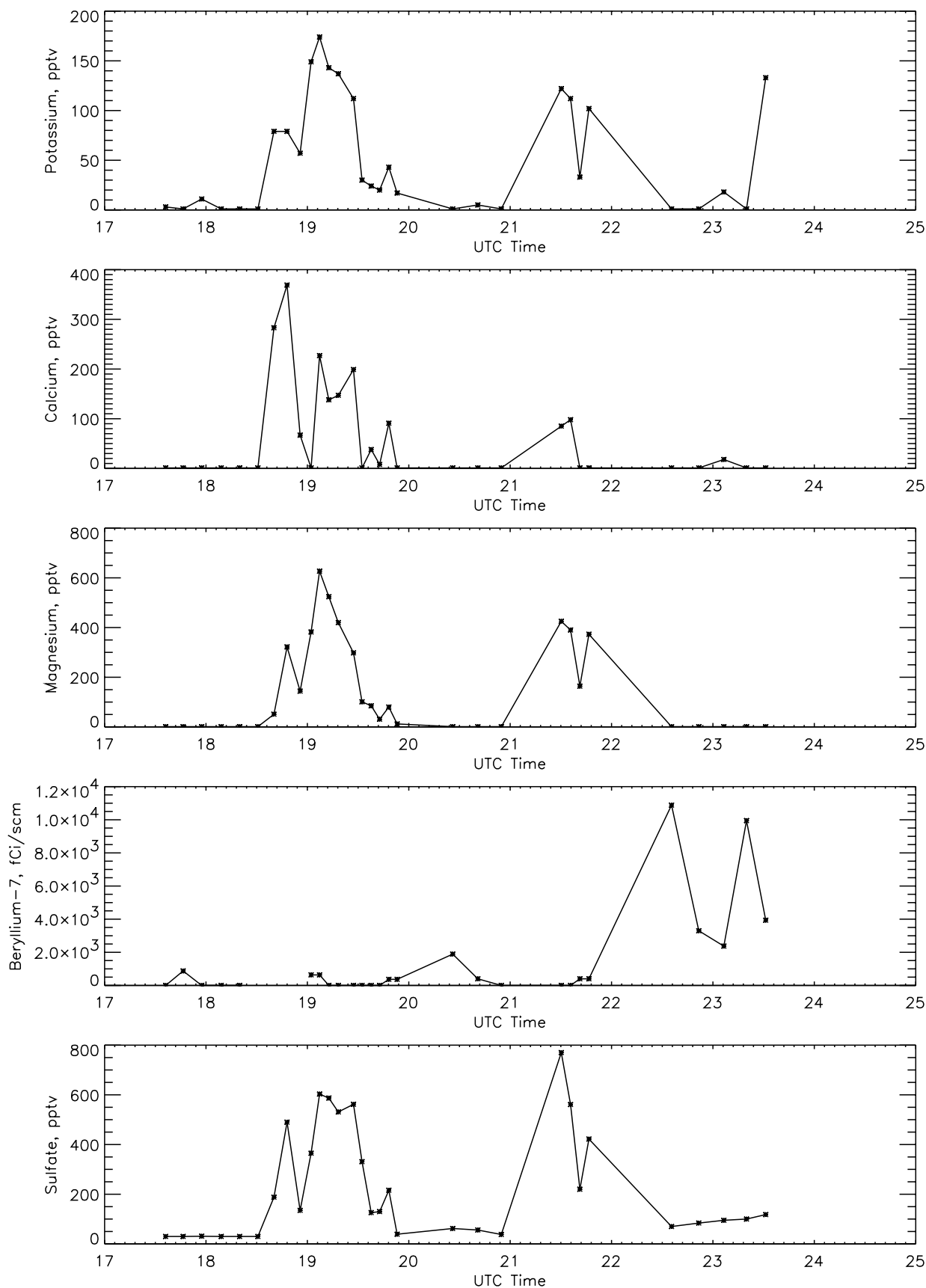
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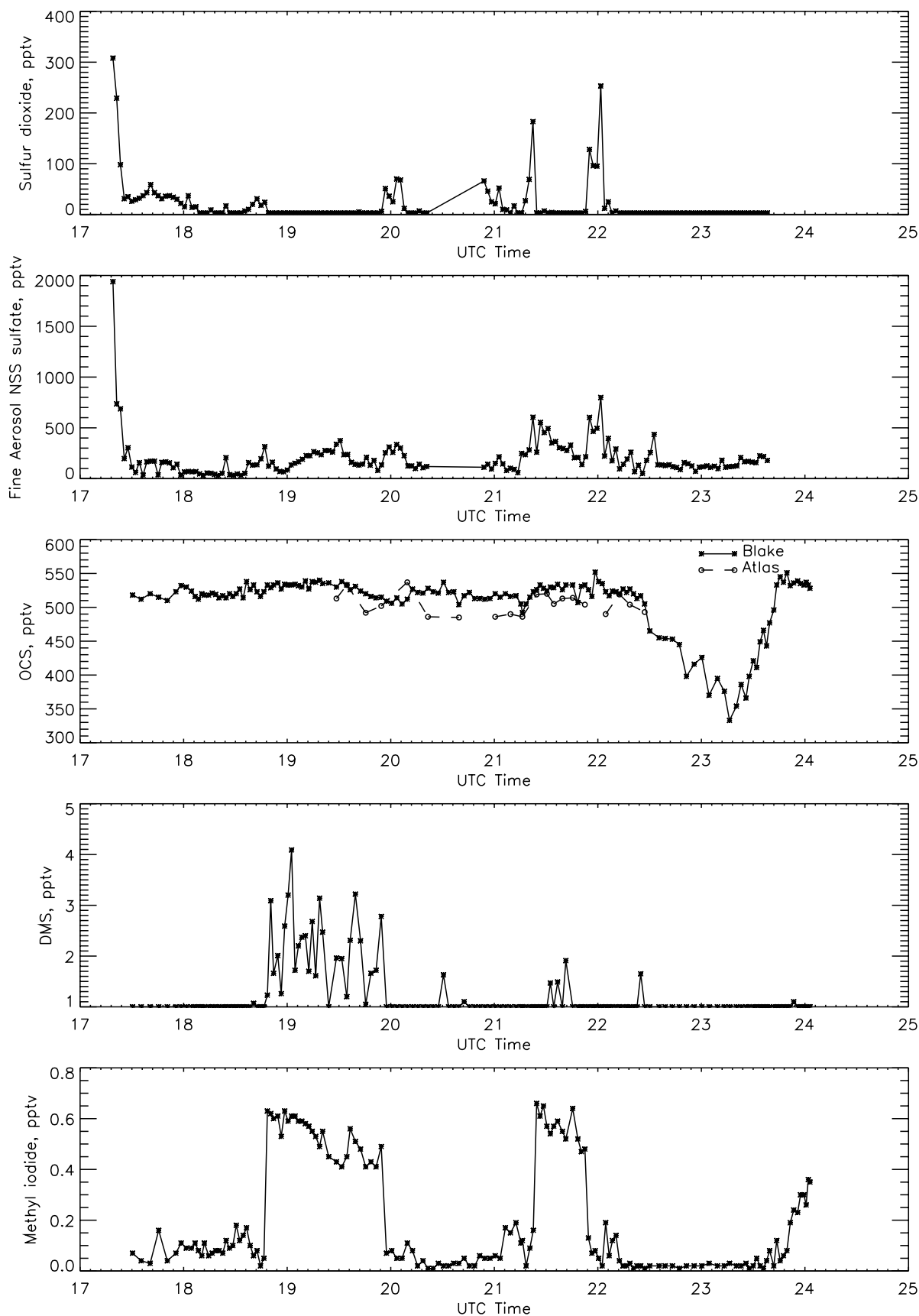
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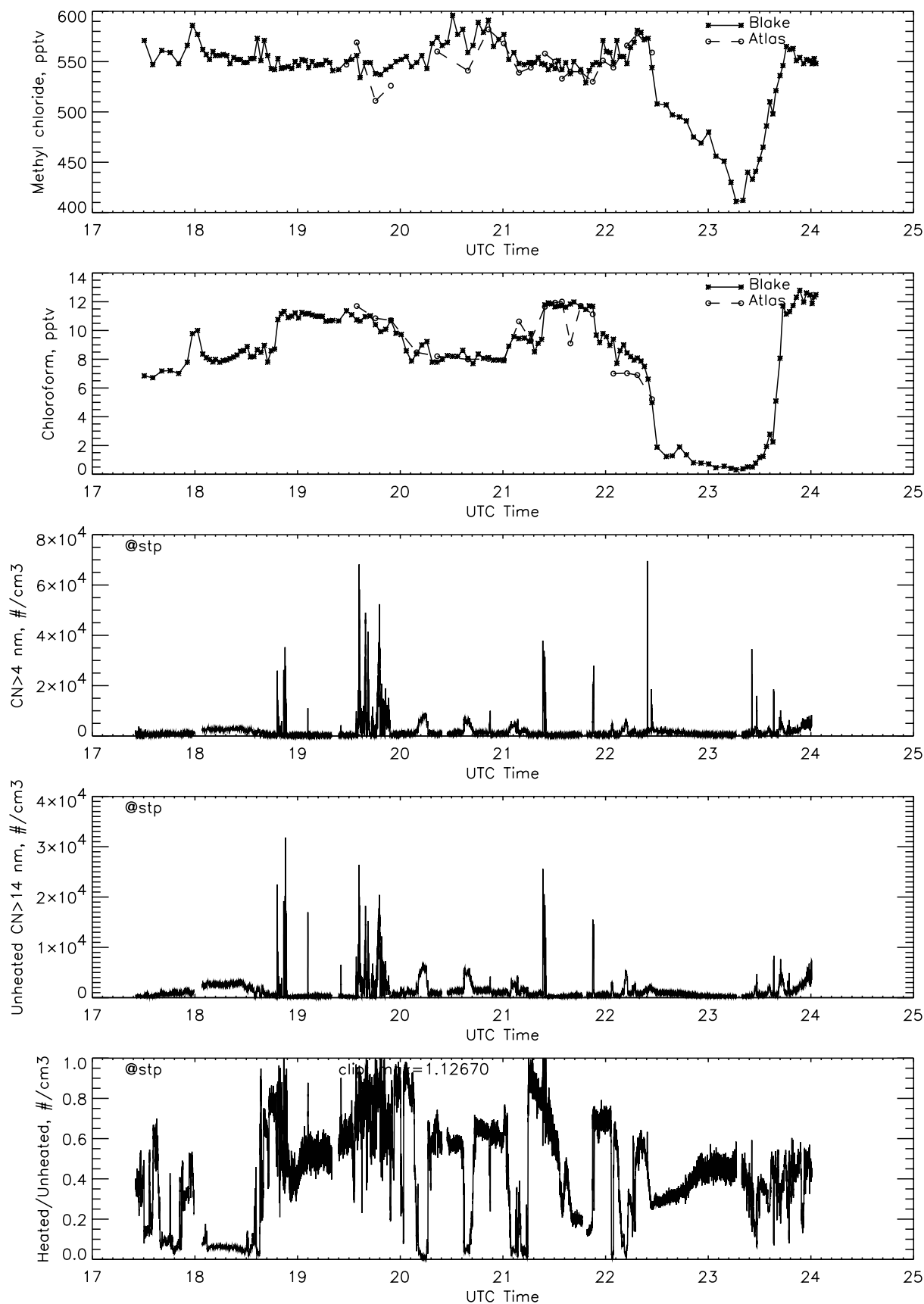
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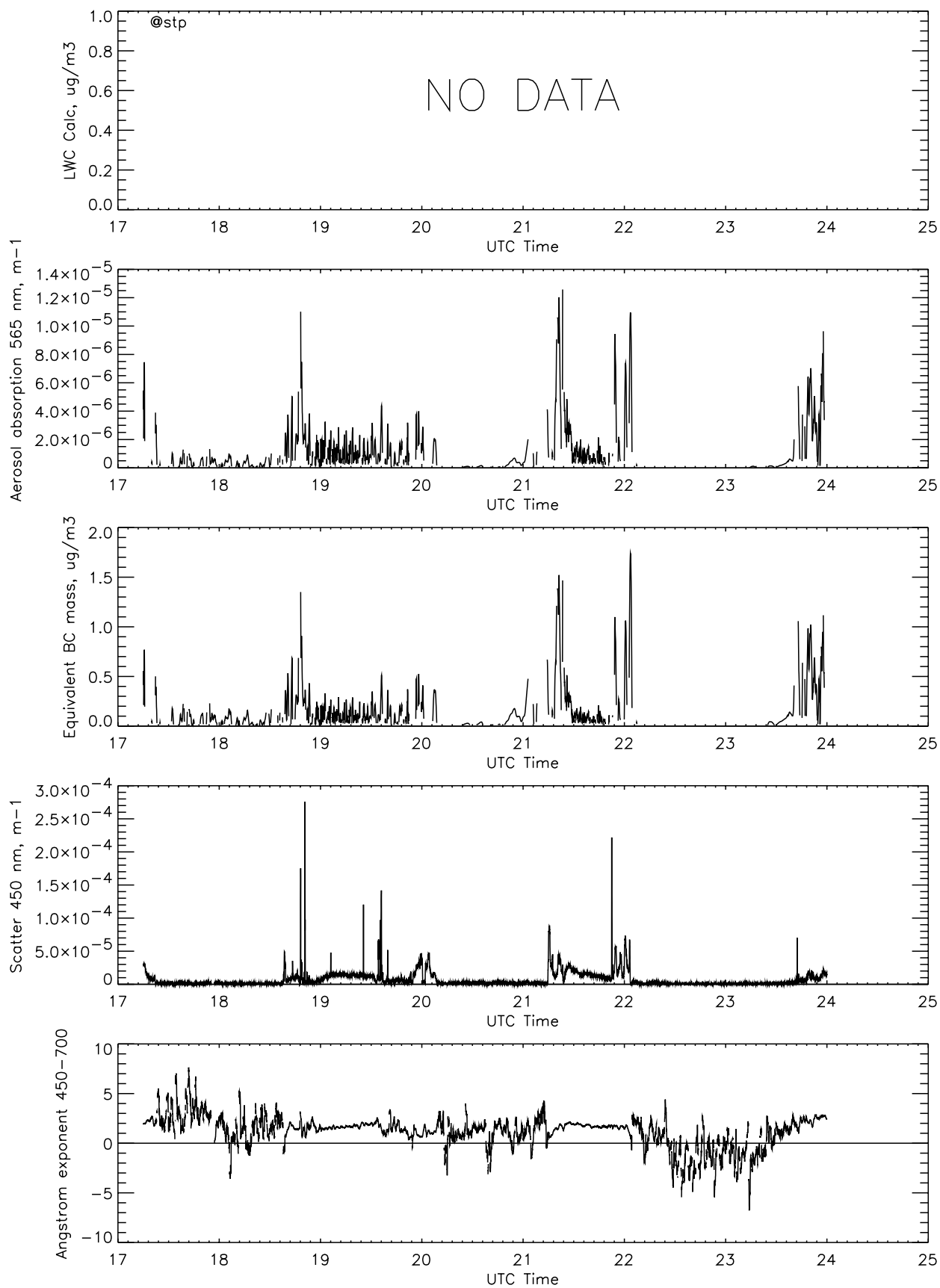
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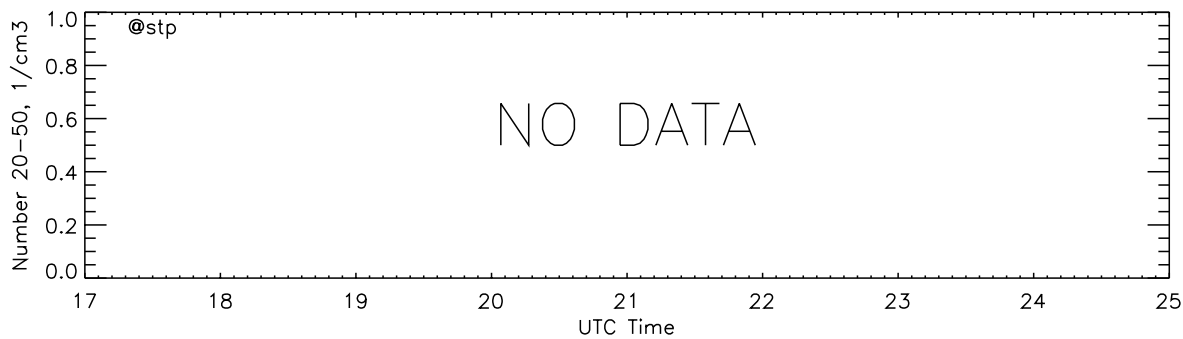
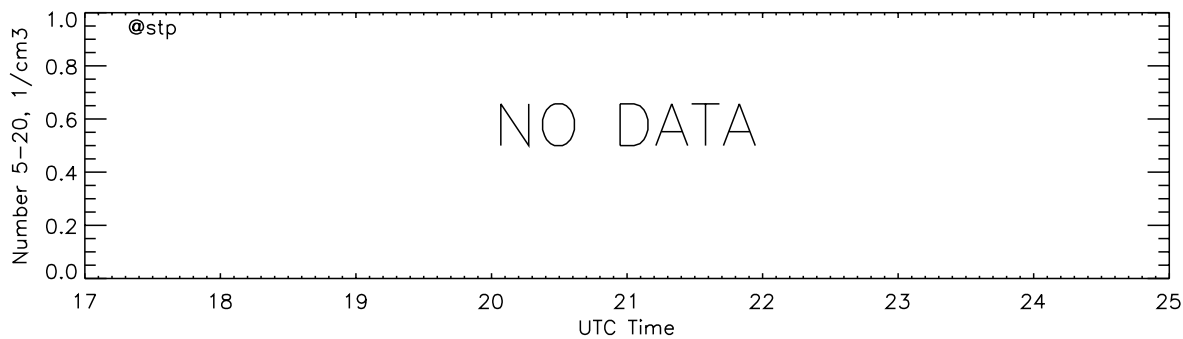
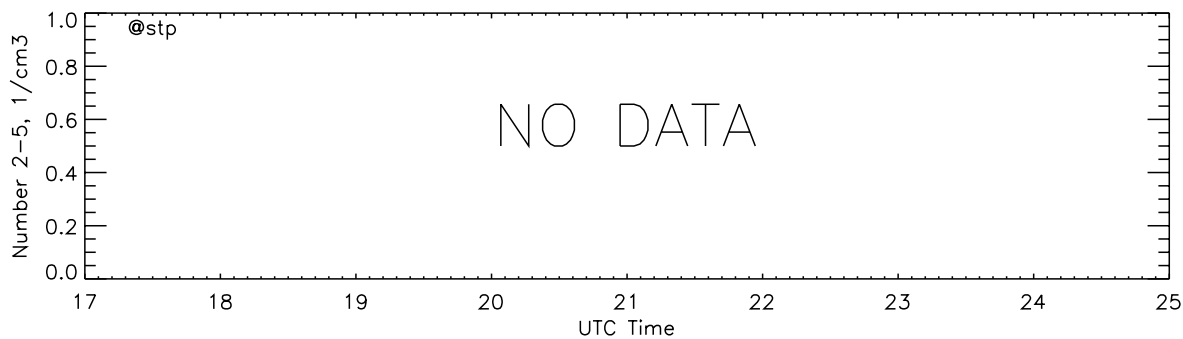
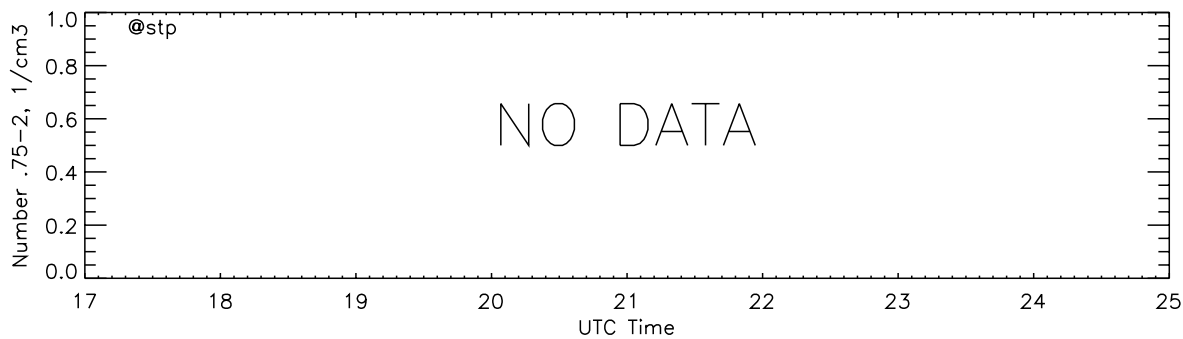
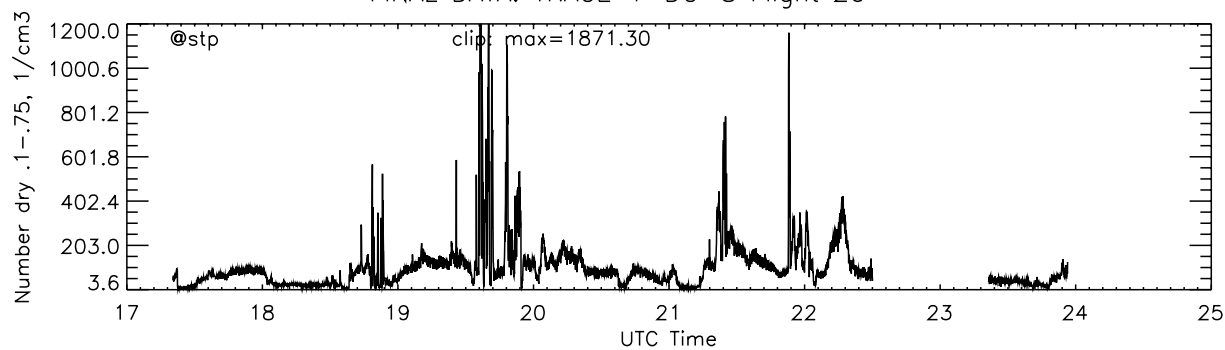
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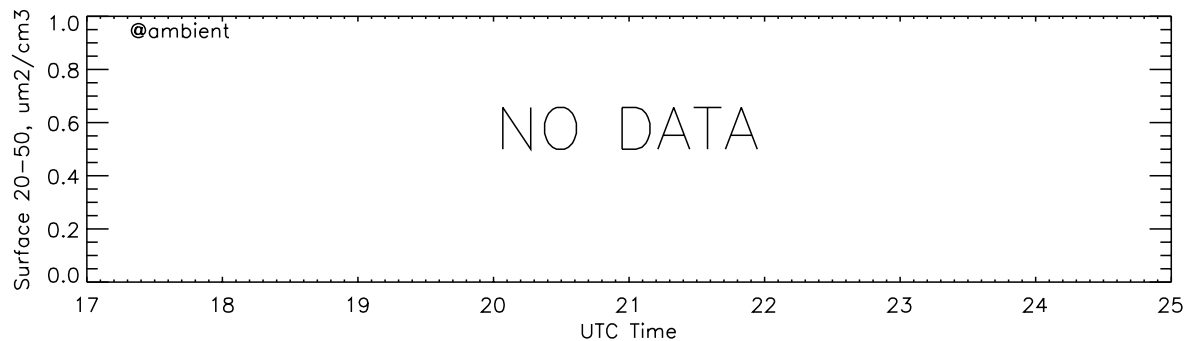
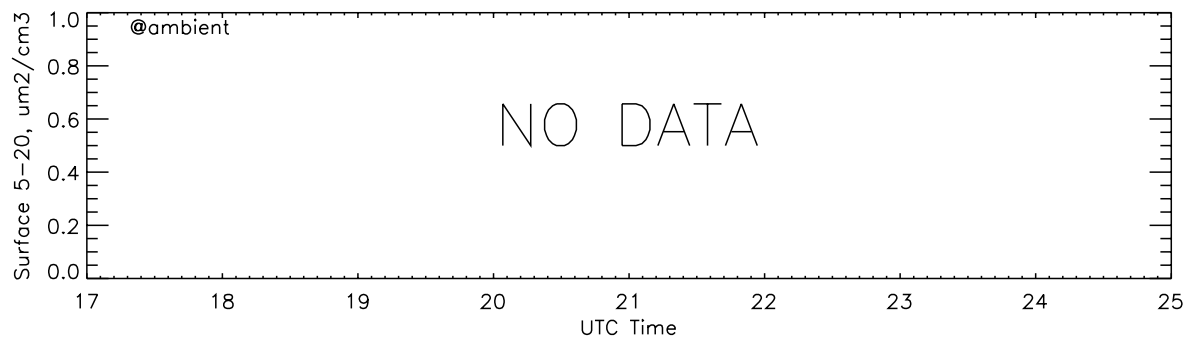
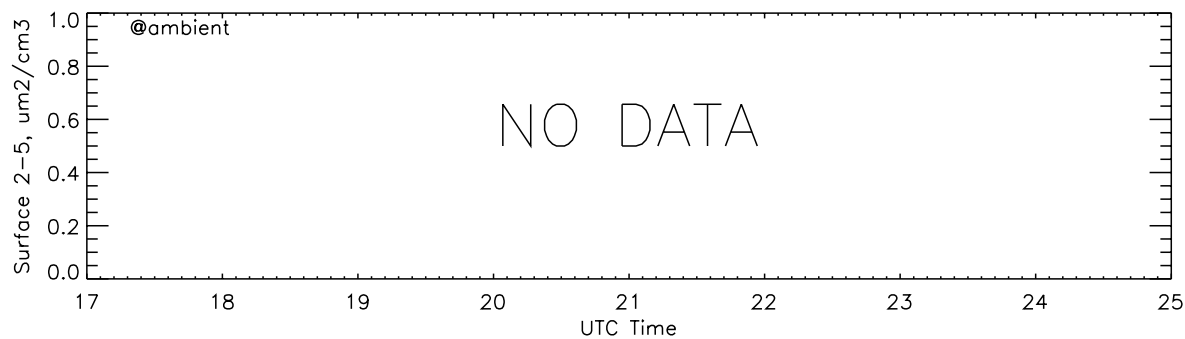
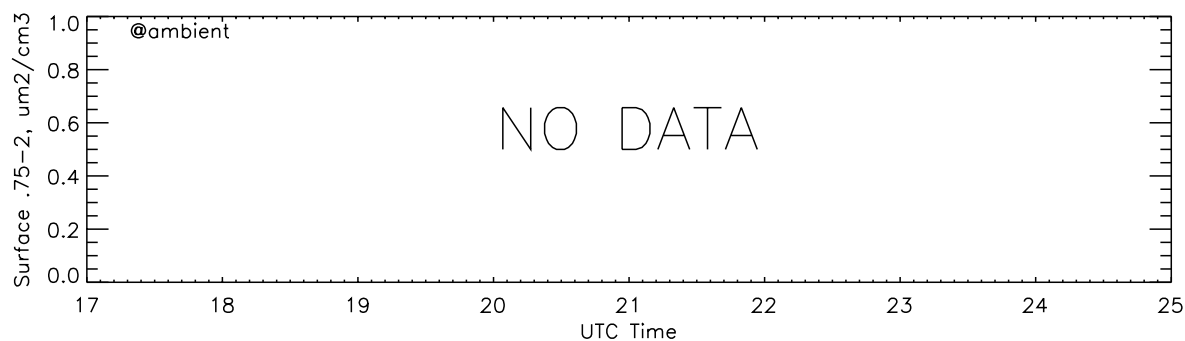
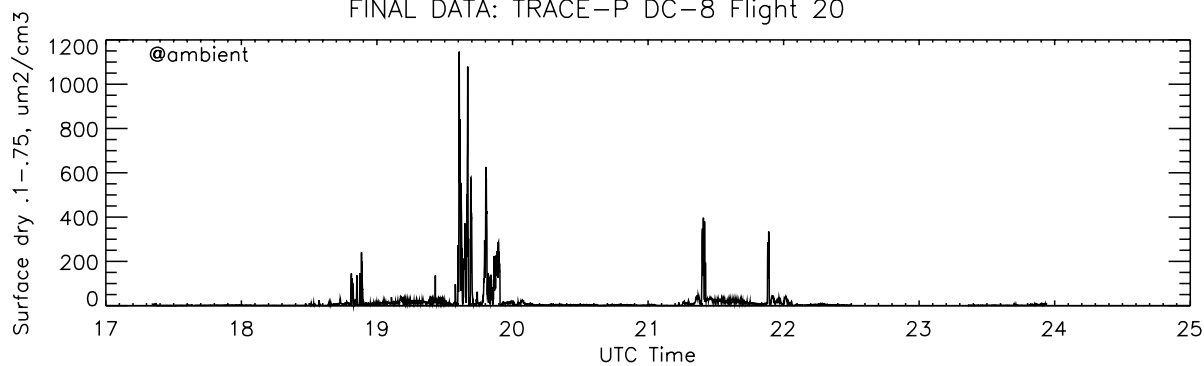
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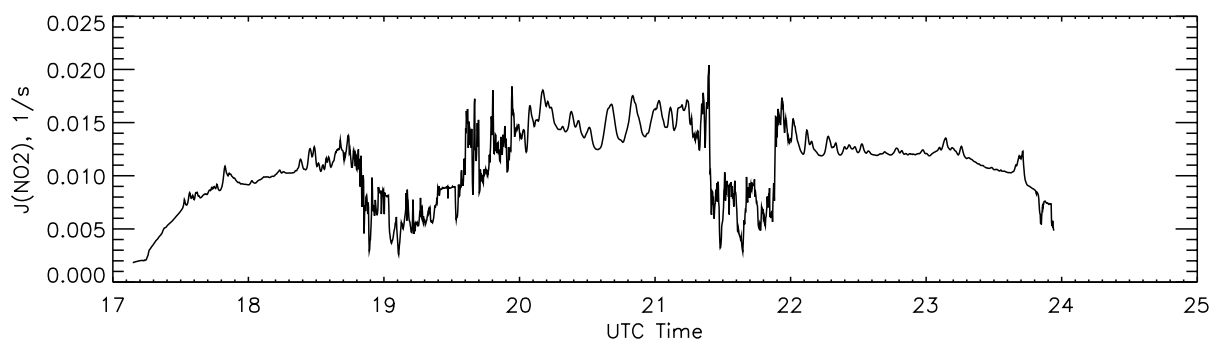
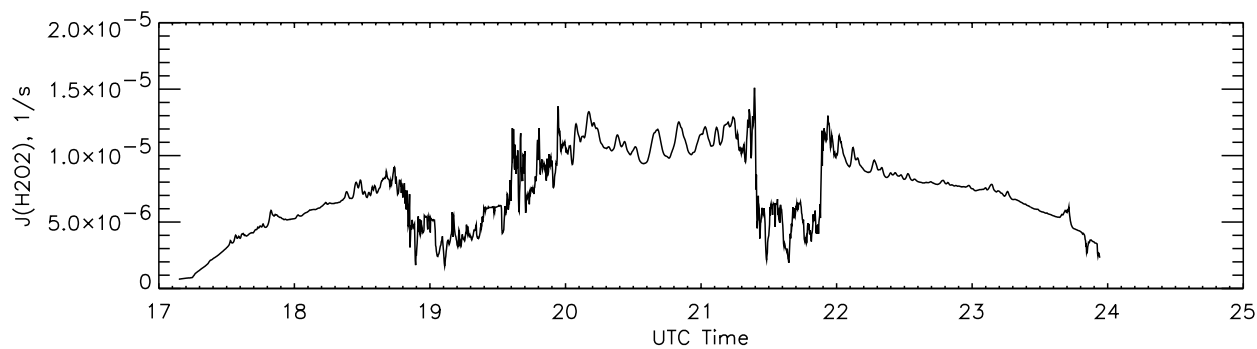
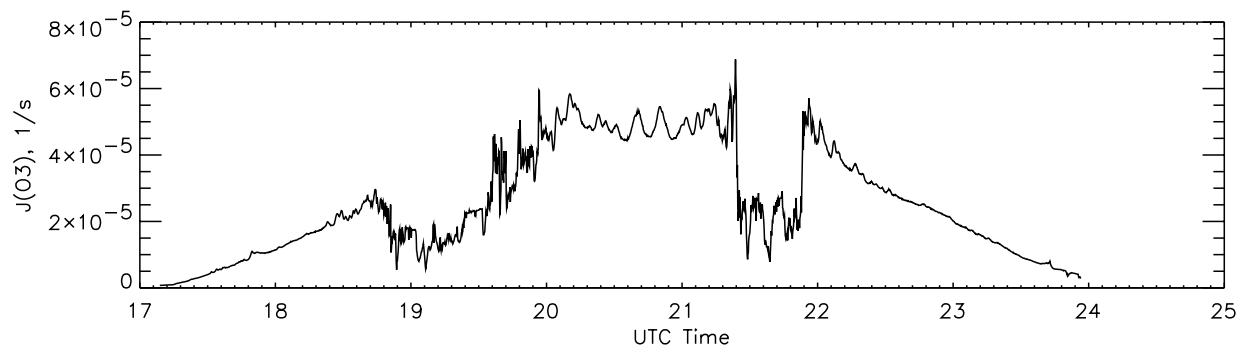
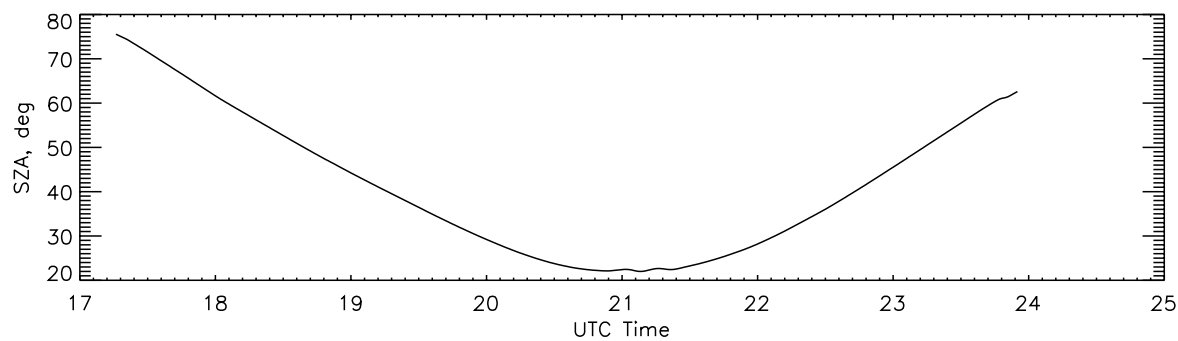
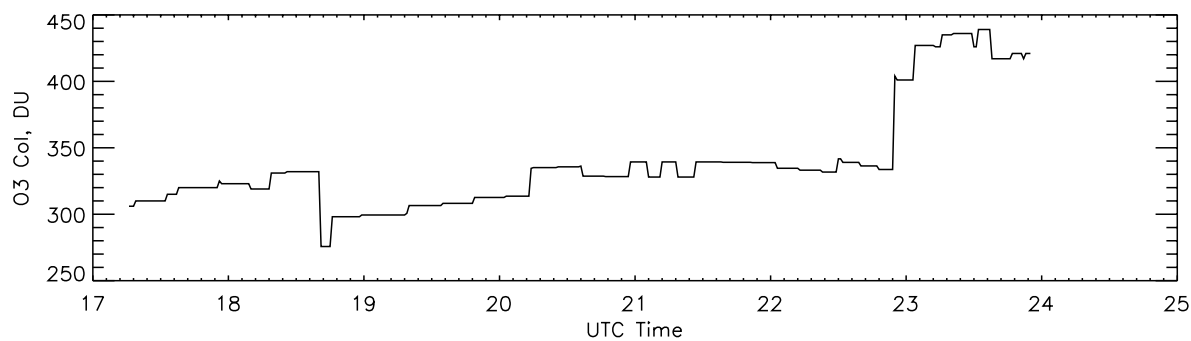
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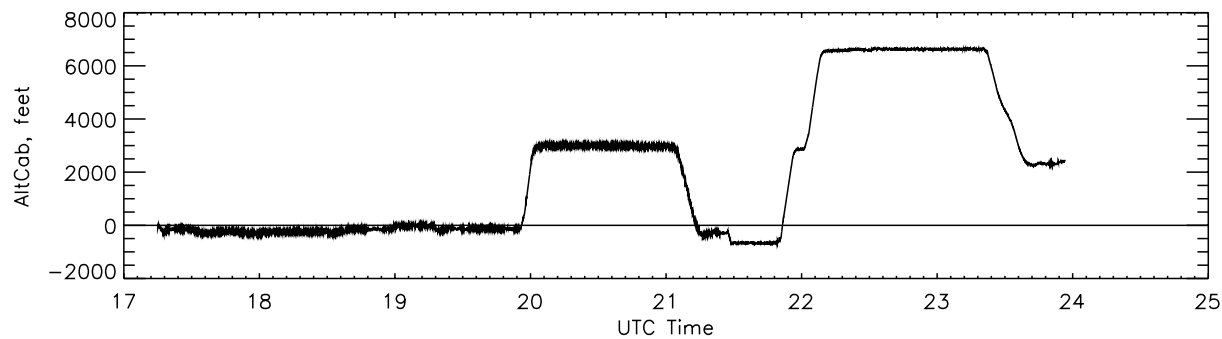
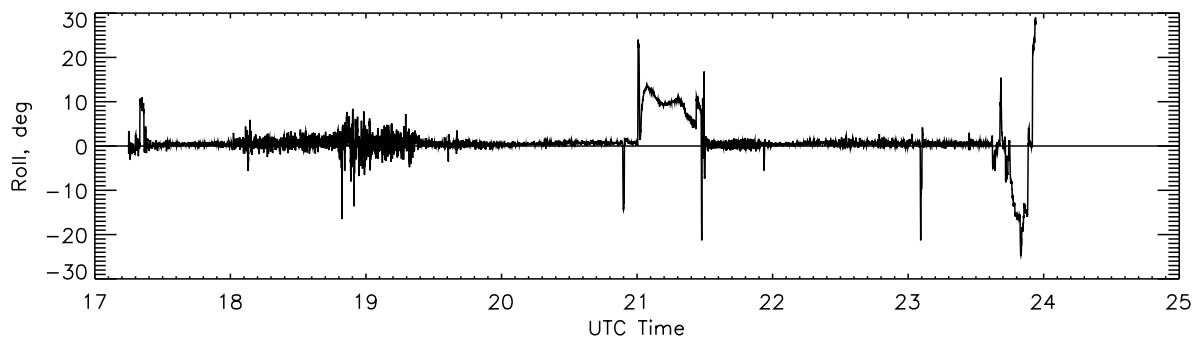
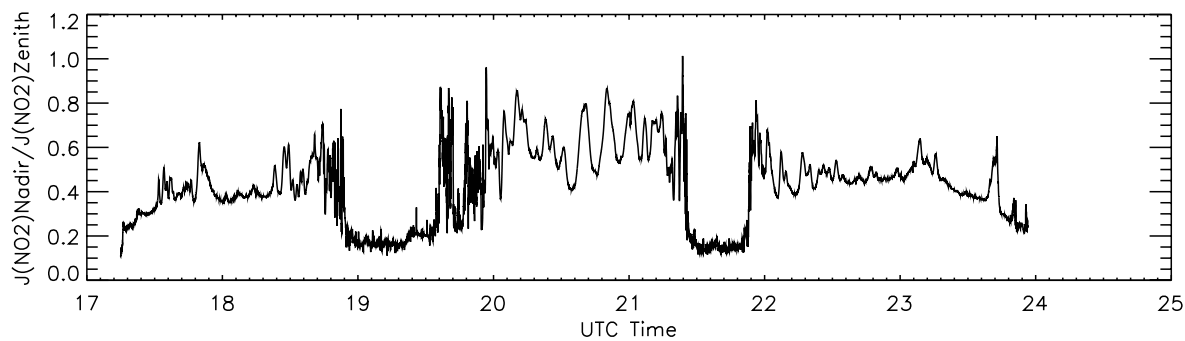
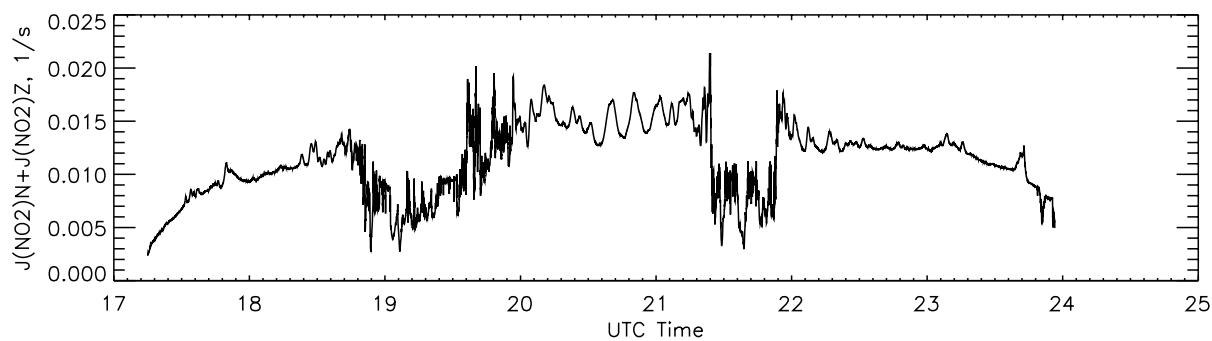
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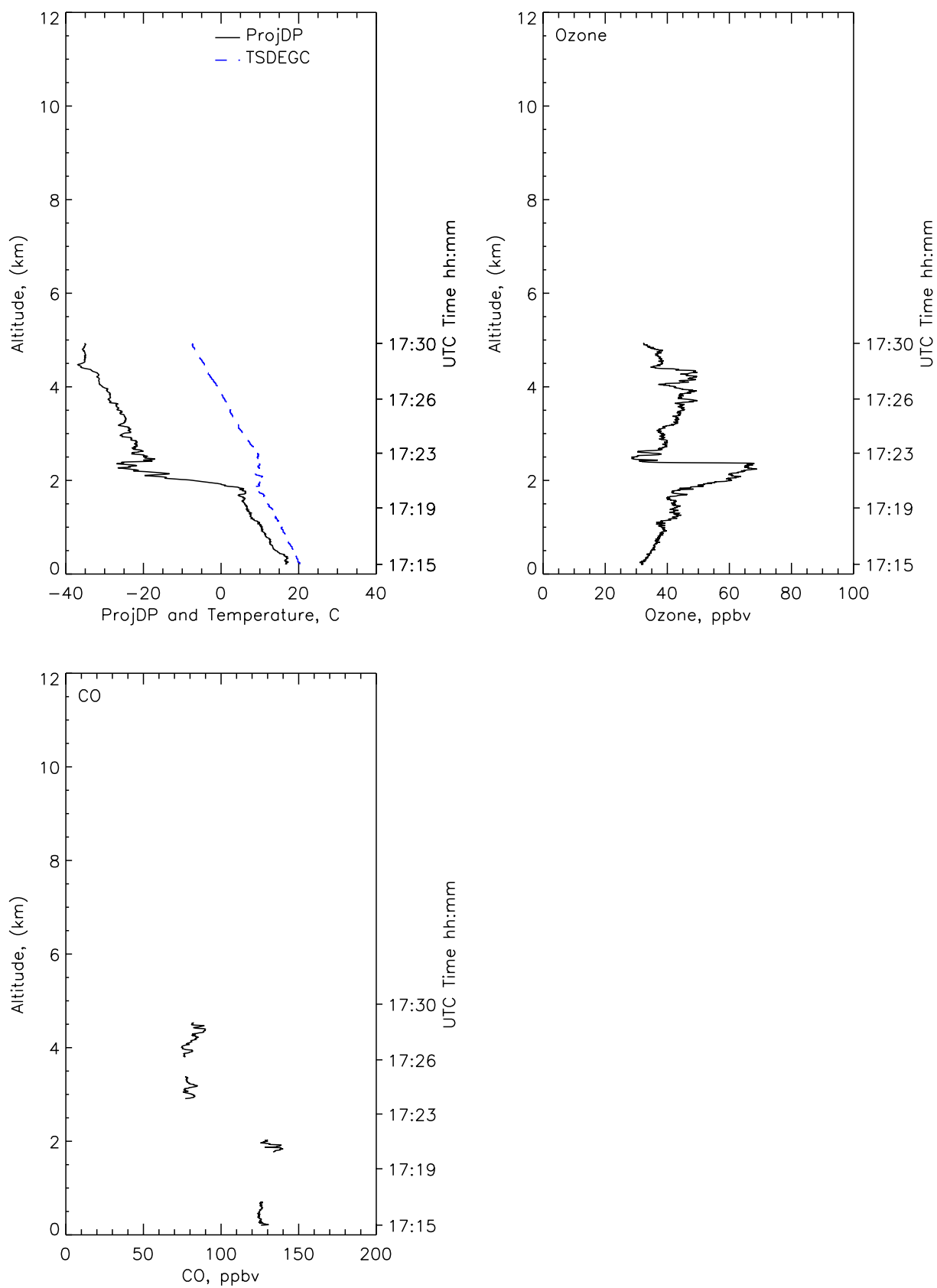
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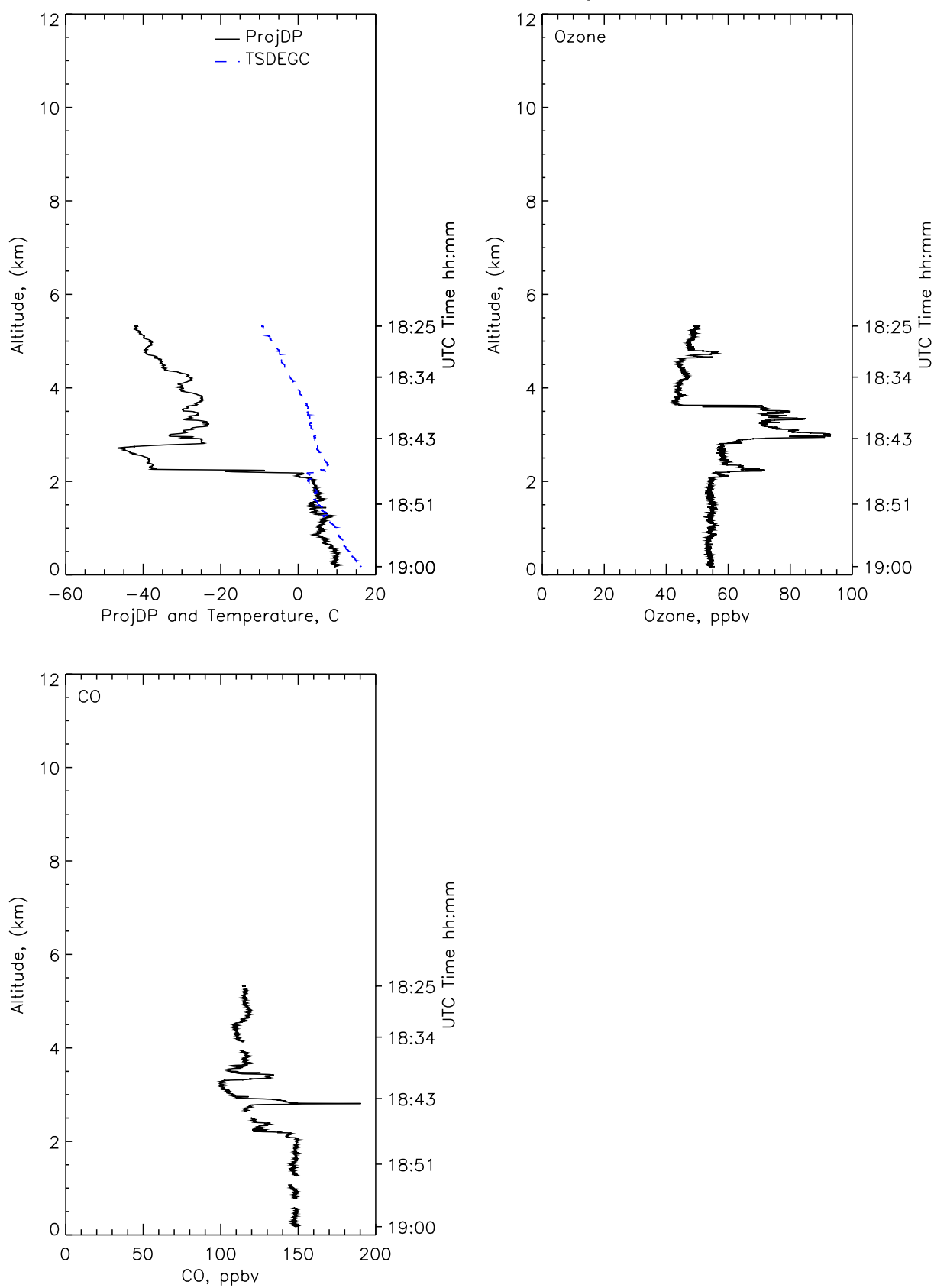
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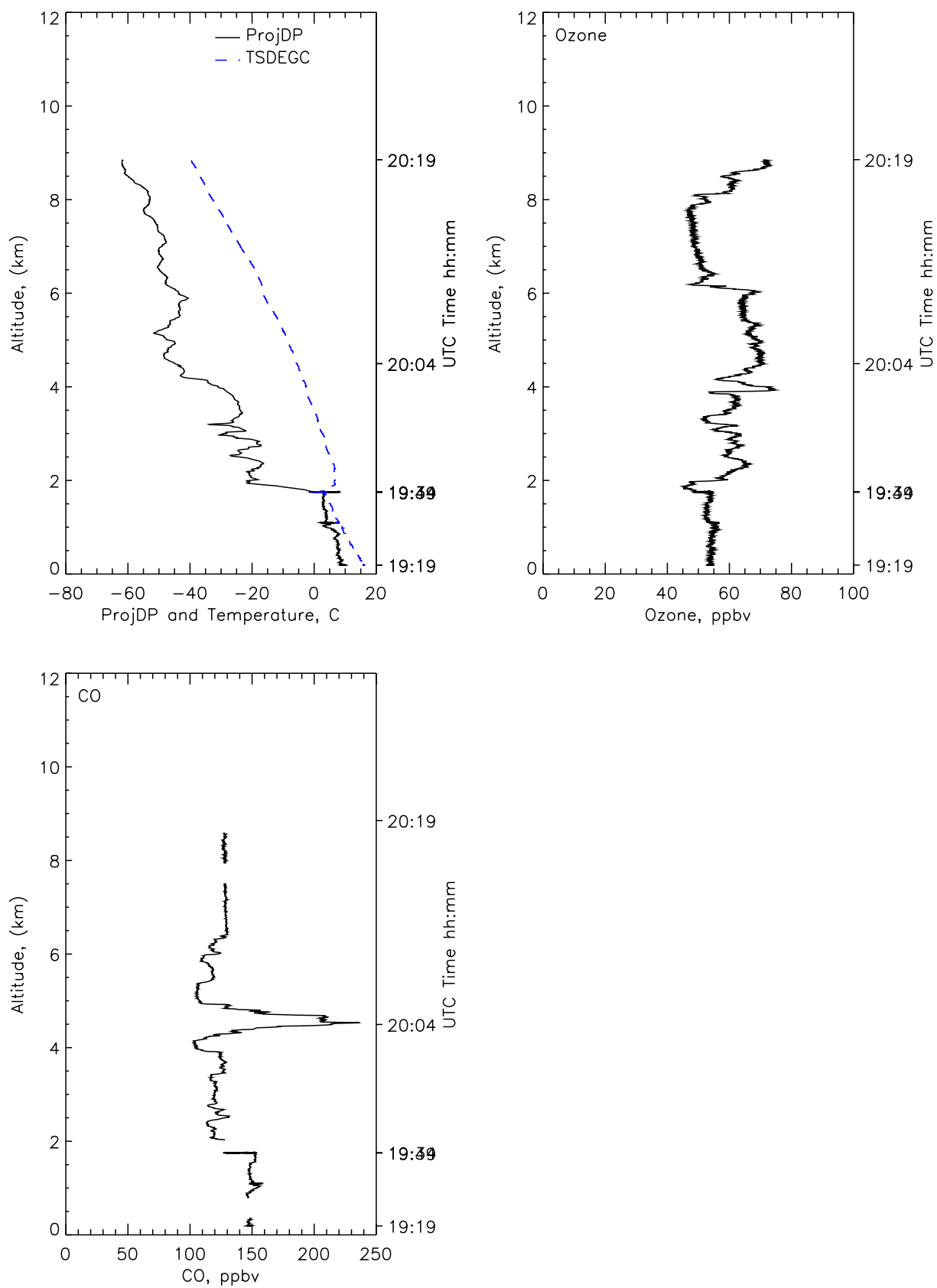
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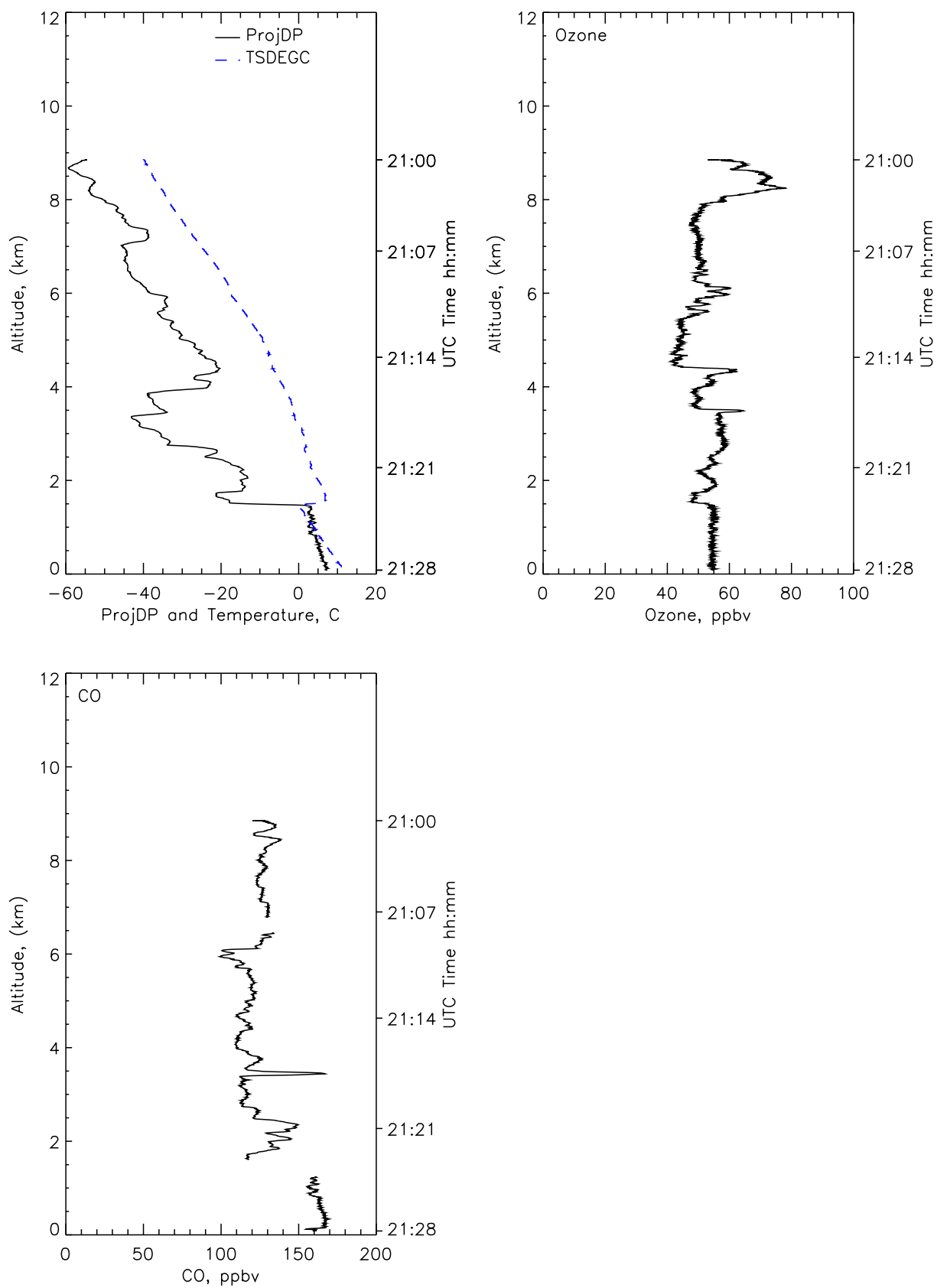
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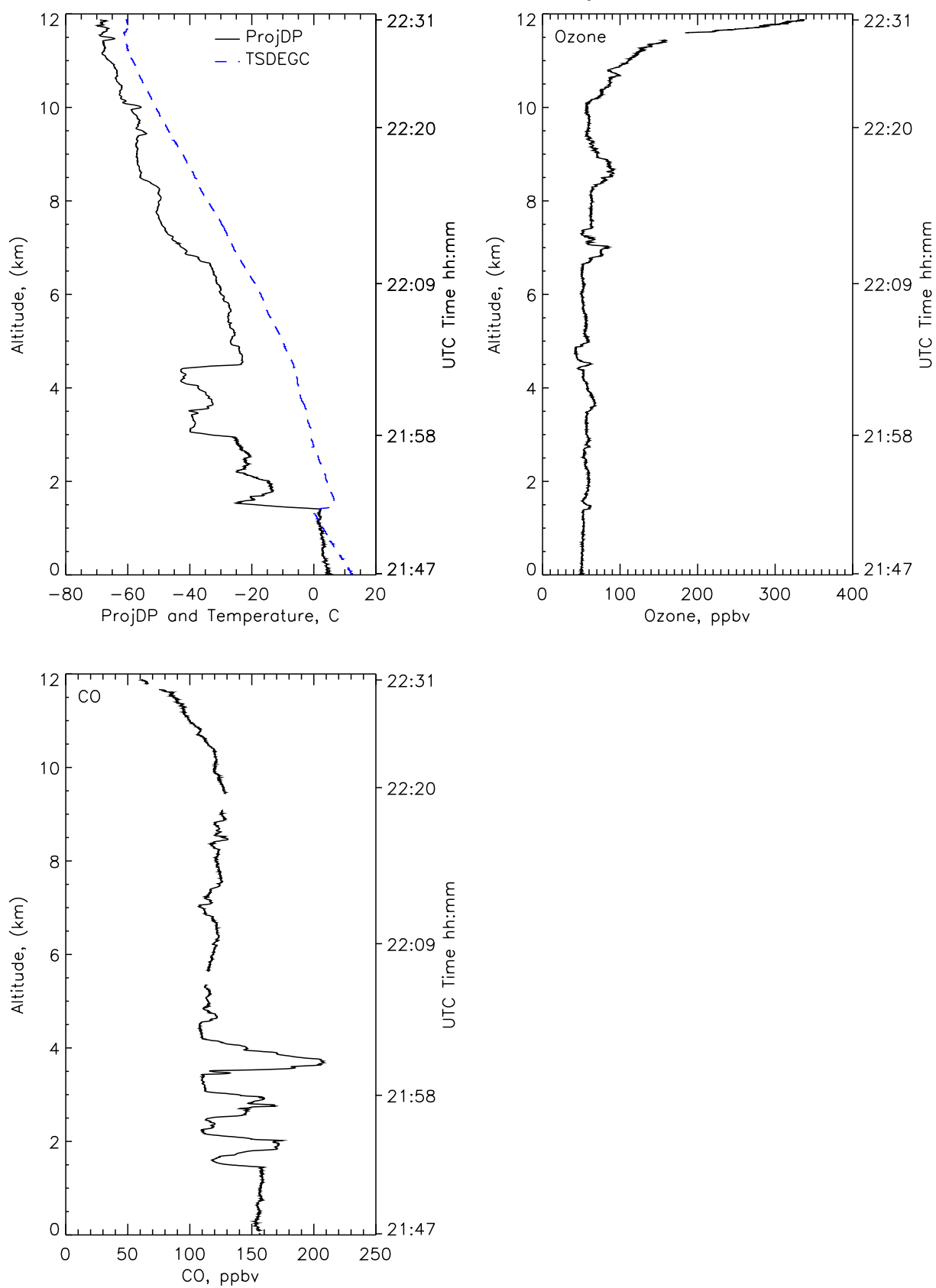
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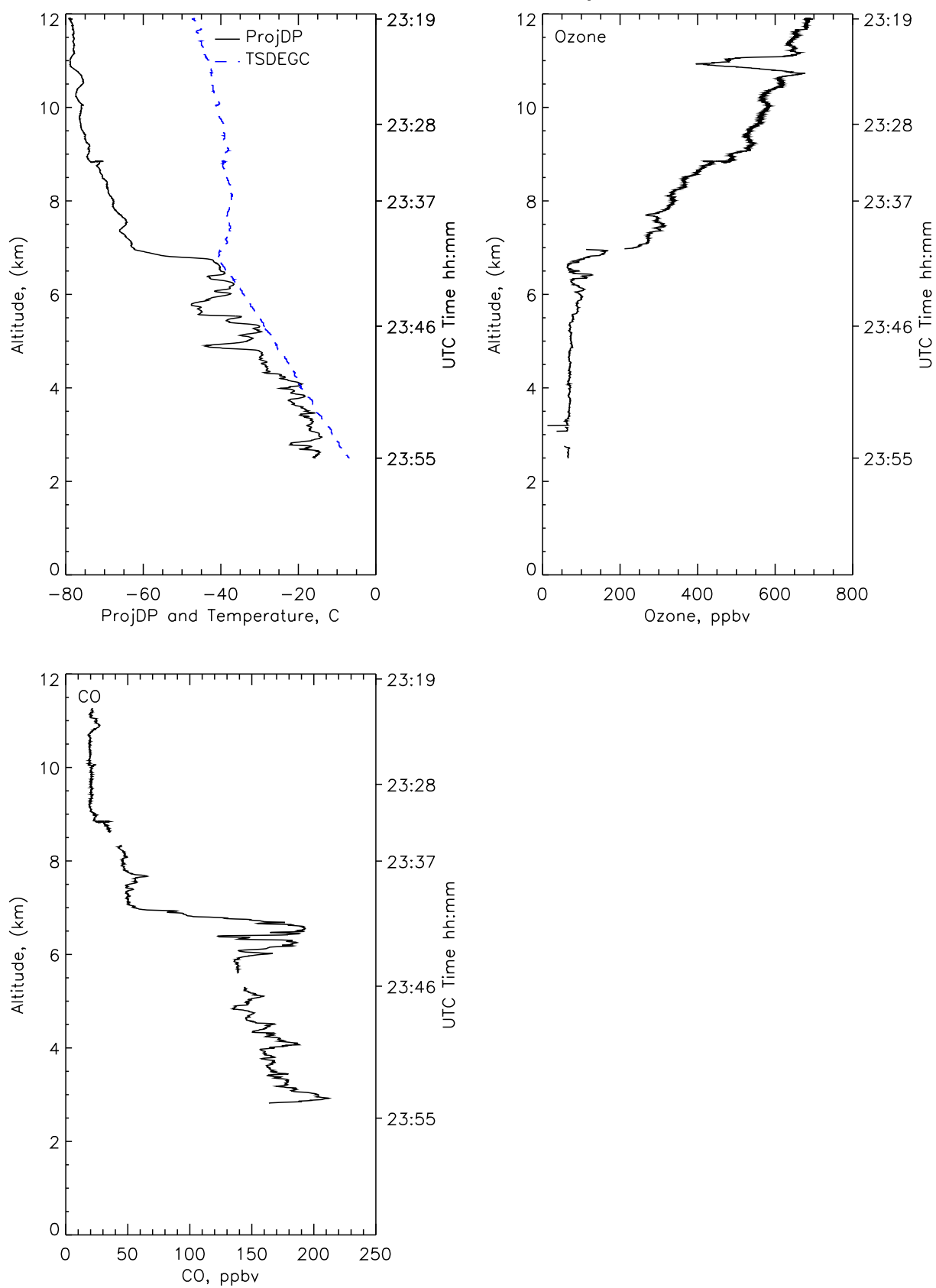
Profile # 4 TRACE-P DC-8 Flight 20



Profile # 5 TRACE-P DC-8 Flight 20



Profile # 6 TRACE-P DC-8 Flight 20



APPENDIX B: LANGLEY ASDC DATA ARCHIVE

System Description

The Langley Atmospheric Sciences Data Center (ASDC), located at the NASA Langley Research Center in Hampton, Virginia, is responsible for archiving and distributing NASA science data in the areas of radiation budget, clouds, aerosols, and tropospheric chemistry. This ASDC will also archive some of the data sets, which result from the EOS program and other elements of the Earth Science Enterprise. The ASDC data can be accessed and ordered on line through the website:

(<http://eosweb.larc.nasa.gov/index.html>). Users who cannot access the web or who have any questions concerning the Langley ASDC may contact:

Langley ASDC User and Data Services

Mail Stop 157D

NASA Langley Research Center

Hampton, VA 23681-0001

Phone: (757) 864-8656 (M-F 8am–4:30pm, Eastern Time)

FAX: (757) 864-8807

Email: larc@eos.nasa.gov

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6. AUTHOR(S) Mary M. Kleb and A. Donald Scott, Jr.				5d. PROJECT NUMBER		
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14. ABSTRACT This report provides a compendium of NASA aircraft data that are available from NASA's Global Tropospheric Experiment's (GTE) Transport and Chemical Evolution over the Pacific (TRACE-P) Mission. The broad goal of TRACE-P was to characterize the transit and evolution of the Asian outflow over the western Pacific. Conducted from February 24 through April 10, 2001, TRACE-P integrated airborne, satellite- and ground-based observations, as well as forecasts from aerosol and chemistry models. The format of this compendium utilizes data plots (time series) of selected data acquired aboard the NASA/Dryden DC-8 (vol. 1) and NASA/Wallops P-3B (vol. 2) aircraft during TRACE-P. The purpose of this document is to provide a representation of aircraft data that are available in archived format via NASA Langley's Distributed Active Archive Center (DAAC) and through the GTE Project Office archive. The data format is not intended to support original research/analyses, but to assist the reader in identifying data that are of interest.						
15. SUBJECT TERMS Tropospheric chemical composition; Aircraft tropospheric measurements						
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